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University of California.

GIFT OF.

Gen. W. S. Rosecrans

1884

DOCUMENTS
DEPT.



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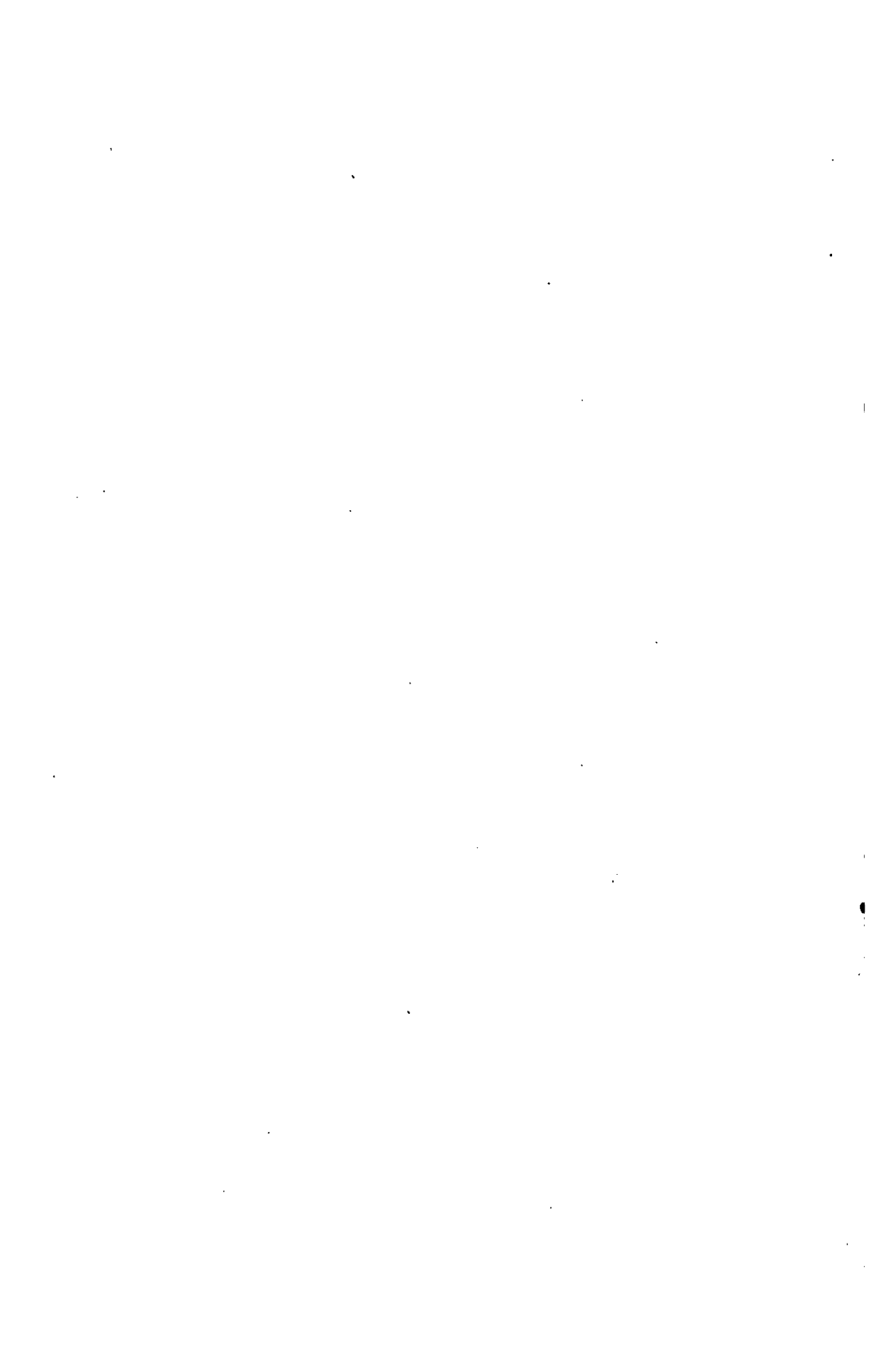
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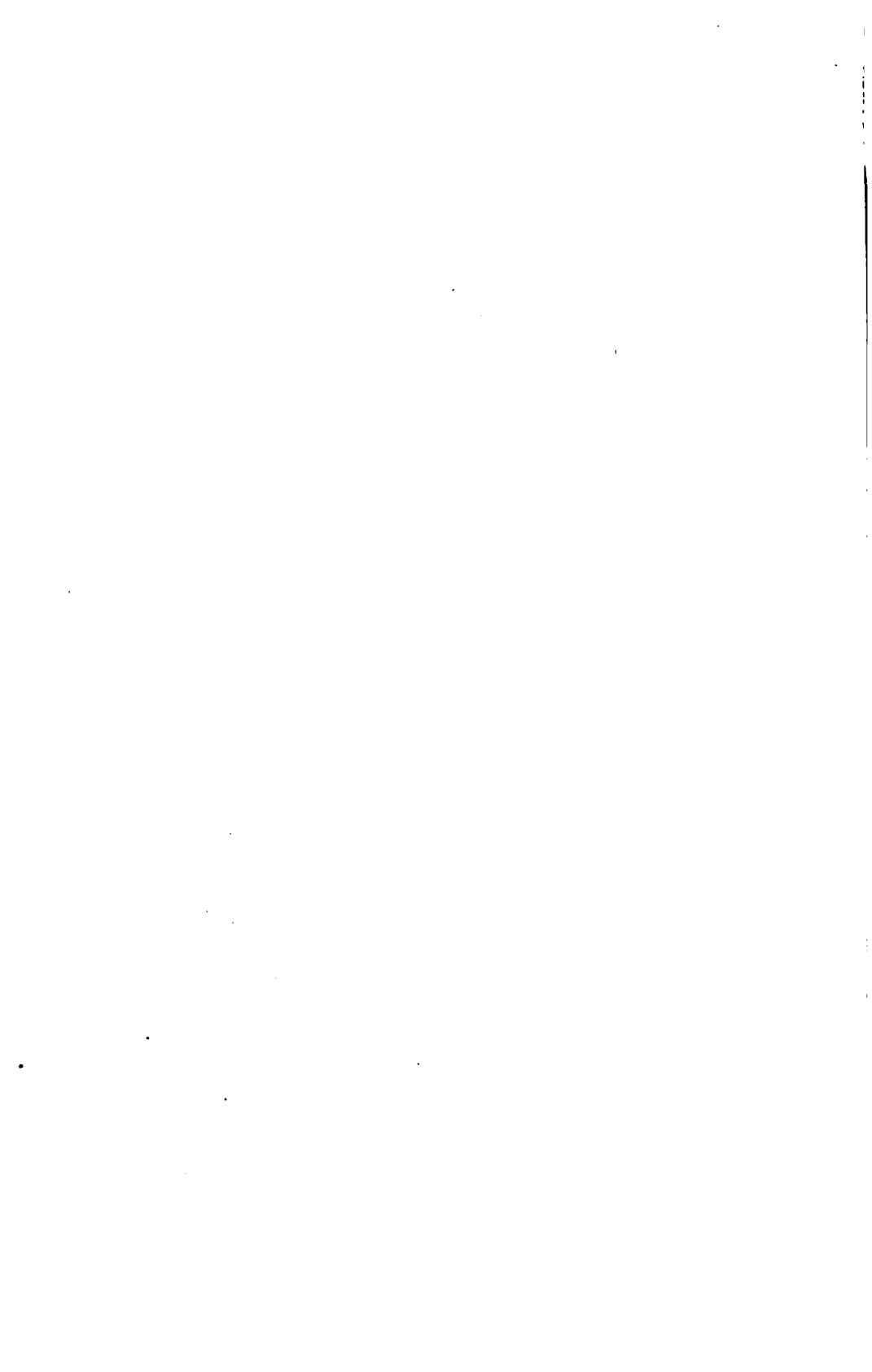
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DOCUMENTS
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REPORT
OF THE
POSTMASTER-GENERAL

OF THE
UNITED STATES;

BEING PART OF
THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE
TWO HOUSES OF CONGRESS

AT THE
BEGINNING OF THE SECOND SESSION OF THE FORTY-SEVENTH CONGRESS.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1882.

100-100000
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100-100000
DOCUMENTS
DEPT.

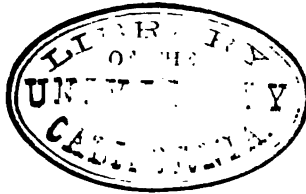
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REPORT
OF
THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,

Washington, D. C., November 18, 1882.

SIR: I have the honor to submit herewith a report of the operations of this department for the fiscal year which ended on the 30th of June, 1882:

FINANCIAL STATEMENT.

The total disbursements for postal service during the year were.....	\$40,482,021 23
The ordinary receipts were	41,515,642 80
The receipts from money orders were	300,787 35
Total	41,876,410 15
Excess of receipts over expenditures was	1,394,388 92

For the first time in thirty-one years the postal service is not a burden upon the Treasury.

In order to determine the real *cost* of the postal service for the past year, three important modifications of the foregoing figures should be made:

First. There should be deducted from the total disbursements the sum of \$442,386.48; which, though paid out during the last year, was for service rendered during previous years, and was an outstanding liability on the 30th of June, 1881.

Second. There should be added the sum of \$328,550 46, estimated to be due for service rendered during the last year, and which was an outstanding liability on the 30th of June last.

Third. There should also be added the sum of \$1,178,174.05, earned by certain railway companies for transportation of the mails between the Missouri River and the Pacific. The earnings of those companies are not paid by the Post-Office Department; but, pursuant to the act of March 3, 1879, are passed to the credit of the several companies upon the books of the Treasury, and, therefore, have not been heretofore computed with the annual statement of disbursements. The account thus stated shows an excess of earnings of but \$330,050.89.

During the fiscal year which ended June 30, 1881, the expenditures for the postal service were \$39,251,736.46. The total revenues were \$36,785,397.97. The deficiency was \$2,466,338.49. In 1860 the deficiency was more than \$10,000,000.

Some part of this great improvement is due to the wonderful growth and prosperity of the country; but a larger part is due to the improved methods in the administration of the service.

During the fiscal year which ended June 30, 1877, the revenues were \$27,531,585.26. The expenditures were \$33,486,322.44.

The following table shows how steadily the revenues have increased year by year since that time:

1877 the postal revenues were.....	\$27, 531, 585 26
1878 the postal revenues were.....	29, 277, 516 95
1879 the postal revenues were.....	30, 041, 982 86
1880 the postal revenues were.....	33, 315, 479 84
1881 the postal revenues were.....	36, 785, 397 97
1882 the postal revenues were.....	41, 876, 410 15

Happily the expenditures have not kept pace with these earnings. It would seem to be quite as easy to expend \$1.20 now to earn \$1 as it was in 1877. In one respect it would seem more natural to do so. The revenues are gathered from a broader field now than they were in 1877. The new territory is the most barren, and yields the most meager returns.

The heaviest item of expenditure is for the transportation of mails on railways. The next heaviest is that for the pay of postmasters. These two items do, and under existing laws must, swell with the volume of business, since the rate of compensation is proportioned to the amount of business done.

The expenditure next in rank is that for what is known as

STAR SERVICE.

That includes all mail transportation not on railways nor on steamboats. The amount and cost of that service is left almost wholly to the arbitrary control of the department.

The following table exhibits in parallel columns the number of miles of such transportation furnished annually, and the cost for each year since 1876:

Year.	Annual miles of transportation.	Cost.
1877.....	57, 956, 308	\$5, 863, 979
1878.....	61, 435, 642	5, 714, 943
1879.....	60, 124, 339	5, 401, 530
1880.....	76, 070, 945	7, 321, 490
1881.....	79, 557, 296	8, 957, 355
1882.....	76, 924, 867	5, 553, 849

The estimates for 1884 promise financial results still more flattering than those realized during the last fiscal year. Those estimates are as follows:

ESTIMATES FOR 1884.

Ordinary revenues.....	\$50, 238, 927 78
From money orders (net revenue).....	436, 528 49
Total estimated revenue.....	50, 670, 456 27
Total expenditures estimated.....	46, 741, 111 25
Estimated excess of revenue.....	3, 929, 345 02

In the appendix to this report, on pages 7-16, will be found the estimates submitted by the First Assistant Postmaster-General of the appropriations required for the use of his office for the next fiscal year, together with his explanation of the same.

The estimate for the

COMPENSATION OF POSTMASTERS

is largely in excess of the sum appropriated or asked for the same purpose during the current year. The reason assigned for that is that the sum appropriated for the current year is wholly inadequate. That is obvious. The sum was not equal to the compensation of postmasters for the past year. Of course it is yet more unequal to the pay of the postmasters for the current year, and still more inadequate to their pay for the next year.

Another reason quite as cogent may be stated: Whatever may be the sum put into the annual appropriation bills for the pay of postmasters, the fact remains that under existing laws that expenditure is not restricted by such bills. The pay of postmasters is limited, not by appropriation bills, but by fixed statutes; and to the extent of their legal compensation, the gross revenues of the postal service are not only appropriated but hypothecated to their payment.

Appropriations are necessary to get money out of the Treasury, but the salaries of postmasters never get into the Treasury. Postmasters collect the postal revenues, and they are authorized by law to deduct from the moneys in their hands their legal compensation. They account to the Treasury for the excess only. If not a dollar is appropriated in the annual bill, postmasters will receive their salaries all the same.

It seems hardly practicable, therefore, to effect much in the interest of economy by appropriating \$8,000,000 to pay postmasters, while we place \$40,000,000 in their hands out of which they may help themselves to the full extent of their legal dues.

From the report of the First Assistant Postmaster-General the following statistics are gleaned, which afford a partial view of the work performed under the direction of that officer:

POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

Number of post-offices established during the year	3, 106
Number discontinued	1, 447
Increase	1, 719
Number in operation June 30, 1881	44, 512
Number in operation June 30, 1882	46, 231
Number filled under appointment by the President	1, 961
Number filled under appointment by the Postmaster-General	44, 230
Appointments were made during the year—	
On resignations and commissions expired	7, 346
On removals	1, 021
On changes of names and sites	349
On deaths of postmasters	461
On establishment of new post-offices	3, 106
Total appointments	12, 343
Number of cases acted upon during the year was	14, 346

EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, railway post-office clerks, route agents, and other officers in the service June 30, 1881, and June 30, 1882:

Officers and employés.	June 30, 1881.	June 30, 1882.
DEPARTMENTAL OFFICERS AND EMPLOYÉS.		
Postmaster-General	1	1
Assistant Postmasters-General	3	3
Superintendent of money-order system	1	1
Superintendent of foreign mails	1	1
Superintendent of railway adjustment	1	1
Chief clerk of the Postmaster-General	1	1
Chiefs of divisions	5	4
Topographer for Post-Office Department	1	1
Disbursing officer and superintendent of building	1	1
Law clerk	1	1
Stenographer	1	1
Appointment clerk	1	1
Superintendent of blank agency	1	1
Chief clerks of bureaus	5	5
Clerks, messengers, watchmen, &c	472	498
	496	521
POSTMASTERS AND OTHER OFFICERS AND AGENTS.		
Postmasters	44,512	46,231
Contractors	5,156	5,156
Clerks in post-offices	5,200	7,100
Letter-carriers	2,861	3,115
Railway post-office clerks	1,283	1,517
Route-agents	1,398	1,557
Mail-route messengers	322	334
Local agents	176	162
Post-office inspectors and railway-mail-service superintendents	77	84
	61,479	65,777

THE FREE-DELIVERY SYSTEM.

This system was in operation during the year in 112 of the principal cities of the country, and employed 3,115 carriers. The regular appropriation for this service was \$2,600,000; to which was added, by special appropriation, \$25,000 to meet an anticipated deficiency; making a total appropriation of \$2,625,000, an increase of \$125,000 over that of the previous year. The total cost of the service was \$2,623,262.74, leaving an unexpended balance of \$1,737.26. The increase of the cost of the service over that of the preceding year was \$123,351.20. This was owing principally to the appointment of additional carriers in cities where the service was already in operation, only three new cities having been added to the list during the year, viz, Augusta, Me.; Burlington, Vt., and Concord, N. H.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free-delivery offices amounted to \$3,816,576.09; an increase over that of the preceding year of \$542,945.70; and also over the total cost of the service of \$1,193,316.45. This increase in postage on local matter was 16.50 per cent., while the increase in the cost of service was 4.93 per cent.

The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

This decrease was owing to the appointment of additional carriers (auxiliaries) at \$400 per annum, the appropriation being insufficient to employ carriers at a higher salary.

Aggregate result of free-delivery service for the fiscal year ended June 30, 1882.

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of offices	112	3	2.79
Number of carriers	8,115	24	8.88
Mail letters delivered	298,266,739	35,841,071	13.06
Mail postal-cards delivered	71,481,742	11,513,183	19.20
Local letters delivered	90,002,317	13,260,109	17.29
Local postal-cards delivered	50,921,724	7,023,506	16.04
Registered letters delivered	2,552,894	426,585	20.06
Newspapers, &c., delivered	160,794,706	14,377,592	9.82
Letters collected	308,352,819	23,992,874	8.28
Postal-cards collected	99,421,132	13,628,007	15.88
Newspapers collected	61,722,814	7,817,338	14.14
Whole number of pieces handled	1,143,518,887	127,321,325	12.53
Pieces handled per carrier	867,435	11,519	8.23
Total cost of service, including pay of post-office inspectors	\$2,623,262.74	\$123,351.20	4.93
Average cost per piece in mills	2.3	10.1	10.4
Average cost per carrier	\$835.75	\$37.79	14.32
Amount of postage on local matter	\$3,816,576.09	\$542,945.70	16.56
Excess of postage on local matter over the total cost of service	\$1,193,313.35	\$119,594.50	54.23

* Based on the aggregate (\$2,617,574.56) paid carriers, including incidental expenses at the several offices, less \$5,688.18 paid post-office inspectors.

† Decrease.

‡ Increase.

[For detailed statement of the operations of the service during the year, see table C, page 42.]

BIENNIAL ADJUSTMENT OF SALARIES OF POSTMASTERS.

During this year the regular biennial adjustment of 2,012 presidential postmasters' salaries was made; an increase of 248, or 14 per cent., as compared with the previous adjustment.

The returns, coming from all parts of the Union, show a very gratifying and general increase of business; and the sum necessary to pay the increased salaries of postmasters, including 335 special adjustments, amounts to \$563,400, or 18.14 per cent. more than last year.

BOX RENTS.

A system of recording the number of boxes rented at the first and second class offices has been inaugurated since the beginning of the present fiscal year. Heretofore the matter of renting boxes has been treated by postmasters with less importance than in my judgment it deserves. Under the present system, furnishing a receipt to each person who rents a box, a duplicate of which is kept by the postmaster as a stub in the book supplied for that purpose, a better service has been secured in this branch of the postal business.

LEASES.

Special attention of late having been given to securing suitable accommodations for the post-offices whose class entitles them to proper consideration, it is gratifying to state that, at many offices where the business has heretofore been conducted in buildings unsuitable, by reason of defective facilities, improper location, &c., suitable premises now have been secured, under leases, including in many instances complete outfits of boxes, furniture, fixtures, &c., at what are regarded as reasonable rentals.

ADDITIONAL FACILITIES FOR FOURTH-CLASS POST-OFFICES.

Provision having been made by Congress for supplying all post-offices, the gross receipts of which are less than fifty dollars per annum, with letter-balances, marking-stamps, ink, and pads, it is expected that more than 7,000 offices will be thus supplied during the present fiscal year; thereby enabling the postmasters at these offices to make up and dispatch mails with more accuracy and a greater saving to the government in the matter of cancellation of stamps.

I quite concur in the recommendation of the First Assistant Postmaster-General for the reformation and augmentation of that division of the service known as the Blank Agency.

REORGANIZATION OF THE BUREAU OF THE FIRST ASSISTANT POSTMASTER GENERAL.

Still more cordially do I recommend the suggestions of that officer as to the general reorganization of his office. Briefly stated, his argument is, that whenever a given amount of work is to be done it is wiser to employ the requisite force, place it under the control of one man, and hold him singly responsible for doing the work, than to divide the responsibility equally among the individual members of the corps.

The soundness of that argument is approved by reason; it is attested by the general practice of the government, and by the uniform observance of all great private enterprises.

PURCHASE OF STATIONERY.

I do not doubt that a substantial saving of expenditure would follow the adoption of the First Assistant Postmaster-General's suggestion, that all stationery to be used in first and second class offices should be purchased by his office and issued upon requisition, instead of being purchased as now by the several postmasters, and having their purchases audited in his office. Stationery required for the money-order business is now, in fact, purchased by the superintendent of that service, and issued to the several postmasters. It does not seem quite logical to employ two different methods for supplying the same office with a single article.

SALARIES OF AND ALLOWANCES TO POSTMASTERS.

The very able report of the First Assistant Postmaster-General calls attention to the great difficulty experienced in adjusting salaries to postmasters of the first three classes, and in making allowances for office expenses to those of the first two classes.

He does not exaggerate those difficulties. It may well be doubted if he could exaggerate them. It would be easy to frame a law more unjust than that under which the salaries of postmasters are now settled, but it is quite unnecessary to do so—the existing law is sufficiently unjust. But necessity herself, though admitted to be the mother of invention, could not invent a more cumbrous or complex method of adjusting salaries. Postmasters at the smallest offices are paid alike. Their pay is apportioned in part upon the revenues of their offices, and in part according to the labor performed in them. So far as revenue is derived from the rent of boxes, postmasters take the whole. So far as it is derived from the sale of “waste paper, dead newspapers, printed matter, and twine,” they receive 60 per cent. So far as it is derived from the sale of money orders, they receive one-third. So far as it is derived from the sale of stamps, envelopes, and postal cards, they receive nothing. They may sell thousands in value, but they get no share of the proceeds. If, however, they cancel a stamp on matter mailed at their offices, no matter where the stamp is sold, they get 60 per cent. of its value. If they pay a money order they receive a quarter of one per cent. of its amount.

This rule is sufficiently cumbrous, but sufficiently equal. Postmasters continue to be so paid until their sales and cancellations, exclusive of money orders, reach \$400 per year. At that point a new rule is introduced. They still get the whole of the box rents, they still get the same commission on the sale and payment of money orders; but, upon the proceeds from the sale of waste paper, dead newspapers, printed matter, and twine, and upon the cancellation of stamps, they get 50 per cent. instead of 60, on the excess over \$400.

This new rule controls until such sales and cancellations, exclusive of money orders, reach \$1,200 a year. Then a new rule obtains. It is difficult to see why, but thereafter, on the surplus received from the sales of waste paper, dead newspapers, printed matter, and twine, the postmaster receives not 60 per cent., nor 50 per cent., but 40 per cent., and the same percentage on the value of stamps canceled.

When, however, the box rents and these various commissions, exclusive of the money-order business, shall aggregate \$1,000, the office is advanced from the fourth to the third class. Then there is a new and most curious rule for compensation. Then the postmaster receives a salary in lieu of the box rents and commissions before assigned to him.

To determine the amount of the salary in a given case, a fund is set apart. That fund is composed of all the box rents, if the postmaster owns the boxes and the rents do not exceed \$1,350 per annum. It is

composed of two-thirds of the box rents, if the government owns the boxes and the rents do not exceed \$1,000. To those sums, respectively, is added commissions on all other postal revenues of the office in different proportions, to wit, 60 per cent. on the first \$400, 50 per cent. on the next \$800, 40 per cent. on the next \$1,600, and 30 per cent. on the excess until the commissions amount to \$1,350.

That sum, so curiously compounded, does not constitute the salary of the postmaster, but out of it is dipped, so to speak, as many even hundreds of dollars as can be found. That is the salary for all postmasters, unless the gross revenues exceed \$4,000 per annum. When the revenues exceed \$4,000, the postmaster receives a percentage on the excess. That percentage constantly varies. It is one per cent. on all sums between \$4,000 and \$10,000. So often as the revenues double, the percentage is reduced one-tenth of 1 per cent. until the revenues reach the aggregate of \$1,200,000. On all revenues above that maximum the postmaster receives one-tenth of 1 per cent.; and still, when a salary reaches \$4,000, all these streams are turned off, except in the single case of the office at New York. There they continue to flow until the salary is swollen to \$8,000.

But these minute differences in the rate of compensation, which pervade all classes and distinguish one office from another in each class, are all dwarfed by that broad and fundamental difference which distinguishes the two highest from the two lowest classes.

The compensation of a postmaster in the third and fourth class is the equivalent allowed by law for administering his office. Every postmaster receiving less than \$2,000 per annum finds his own office, furnishes, warms, and lights it, does his own work, and buys his own stationery. But the moment his salary reaches \$2,000 the whole condition is changed. Then the office may be and usually is provided by the government; is furnished, warmed, and lighted by the government. His stationery and his clerks are paid for by the government. In possible, if not in actual cases, the salary is a mere sinecure, for which no service is rendered beyond signing official papers. Provision for these expenses, as is well known, is made by annual appropriations. The sums appropriated to these uses for the current year are as follows:

Clerks in post-offices.....	\$4,385,000
Rent, fuel, and light.....	450,000
Office furniture.....	20,000
Stationery.....	55,000

These large sums are distributed among the different post-offices entitled thereto, by a series of orders, allotting so much to one and so much to another. In theory these orders are made by the First Assistant Postmaster General; in practice they are made by a fourth-class clerk in the office of the First Assistant. No matter by whom made, this distribution will not be well made. Finite intelligence could not make a wise and just allotment of such a fund; infinite intelligence cannot be obtained for fourth-class clerks.

Postmasters are eager for large allowances. The most importunate are apt to be best served. They ask earliest and oftenest. They employ every kind of entreaty, and offer every sort of influence, personal and political. The clerk must act upon such a case as the postmaster presents. He has no means of rebutting it. It is not surprising, therefore, that the recent investigation by the First Assistant Postmaster-General resulted in a reduction at eight offices, amounting in the aggregate to \$54,530. It is not to be doubted that a broader inquiry would result in still larger reductions.

The following table will serve to illustrate some of the inequalities in such allowances:

List of eighteen of the principal post-offices, showing the revenue, salary, and allowances, and the relative cost of the postal service thereat.

Office.	Salary.	Allowances.						Gross receipts (four quarters ended March 31, 1882).	Per cent. of gross receipts allowed for clerk hire.
		Rent.	Fuel.	Light.	Clerks.	Stationery.	Miscellaneous.		
Denver, Colo.	\$3,200	\$2,500	\$*70	\$315	\$21,124	\$237 10	\$708 65	\$137,489	15.4
Leadville, Colo.	2,700	2,000	500	500	17,700	122 31	130 25	45,854	28.2
Galveston, Tex.	3,000	(*)	(*)	(*)	11,500	182 55	187 40	75,092	15.3
Houston, Tex.	3,000	900	75	400	9,100	79 80	165 01	41,604	21.7
Saint Louis, Mo.	4,000	768	90	157	144,200	2,061 60	1,516 78	750,013	19.2
Kansas City, Mo.	3,300	3,000	425	148	21,400	312 06	746 39	102,502	13.2
Minneapolis, Minn.	3,100	3,600	(:)	(:)	18,244	354 95	644 47	118,728	15.4
Saint Paul, Minn.	3,200	(*)	(*)	(*)	20,000	164 47	89 17	139,126	14.4
Peoria, Ill.	3,000	1,500	270	380	6,500	219 65	92 30	65,937	10.0
Quincy, Ill.	3,000	1,800	118	200	5,500	53 65	124 68	40,491	13.6
Fall River, Mass.	3,000	(*)	(*)	(*)	4,000	48 00	50 25	29,440	13.6
Lowell, Mass.	3,000	2,000	72	198	5,700	.....	.....	64,045	9.0
Brooklyn, N. Y.	4,000	7,300	270	1,103	50,964	724 93	1,336 69	279,400	18.2
Buffalo, N. Y.	3,700	.....	.....	.....	30,500	298 21	250 06	280,898	11.6
Atlanta, Ga.	3,000	(*)	(*)	(*)	12,300	353 15	69 28	92,024	13.3
Savannah, Ga.	3,000	2,500	70	392	9,000	203 38	274 60	63,905	15.0
Boston, Mass.	4,000	.....	698	2,016	254,550	5,109 39	7,480 19	1,371,419	19.9
Philadelphia, Pa.	4,000	.....	229	436	211,735	3,549 90	5,909 37	1,450,145	16.6
Average per cent. ....	.....	.....	.....	.....	.....	.....	.....	.....	15.59

* Government building. ; Heating included.

In that list of eighteen offices the expenditure for clerk hire varies from 9 to 26.2 per cent. of the gross revenues. There is a difference of 3.6 per cent. between two offices in Illinois, of 4.6 per cent. between two in Massachusetts, of 6 per cent. between two in Missouri, of 6.4 per cent. between two in Texas, of 6.6 per cent. between two in New York, and of 10.8 per cent. between two offices in Colorado.

If the office at Boston could be administered by the expenditure of the same percentage of gross revenues for clerk hire which is spent at Philadelphia, it would effect a saving of \$45,256.82 at that office. If both offices could be administered for the average expenditure made at the whole eighteen, the saving would be nearly \$73,500. If the whole eighteen offices could be administered by the expenditure of 9 per cent. of the gross revenue for clerks, which is the cost at Lowell, the saving would be very great.

I cannot help thinking it wholly practicable greatly to simplify and equalize these disbursements. In the first place, I do not think an allowance for office rent should be made to the postmaster in any case. Such an allowance holds out a double temptation to the postmaster: He is tempted to get large allowances from the department, and to supply cheap accommodations to the public.

It will be my purpose to rent, as early as practicable, every building required for first and second class offices which the government does not own. There are now 587 offices belonging to those two classes. Eighty-eight belong to the government; 269 are leased to the government; and 230 are supplied by postmasters, who are in turn compensated by allowances.

Wherever the department rents an office, it will be its fault if a suitable one is not provided, and its fault also if the terms are not as favorable as the place will afford.

Secondly, I think every post-office that is rented by the department should have a suitable equipment of boxes and drawers supplied, not by the postmaster, but by the department or the lessor of the building.

Of 499 buildings now rented, only 149 are equipped with boxes by the department. The charge to patrons for the use of boxes should be reasonable, and should be uniform. At present they are neither. These reforms can be effected without the aid of further legislation. I venture to suggest, however, some reforms much needed, and which, if approved, will require an amendment of existing laws.

The partnership now existing between the government and the postmaster in the use of letter-boxes should be dissolved. Whenever the government owns the boxes, or hires them with the building, the whole of the rental paid by patrons, and not two-thirds of it, belongs to the revenues of the department as much as the postage does. Where, on the contrary, the postmaster supplies the boxes and the government does not, the latter should no more share in the proceeds from their rent than in the rent of any other property belonging to the officer. In all cases, therefore, in adjusting the pay of postmasters, I think box rents should be wholly eliminated from the calculation; and I am strongly inclined to the opinion that the whole system of regulating the compensation of postmasters should be radically changed. I know of but two reasons for paying postmasters at all: One is, he incurs responsibility; and the other, he performs labor. Both the responsibility and the labor are accurately measured by the business transacted at the several offices. The business transacted at each office is measured with sufficient accuracy by its revenues. The two marked exceptions to this rule are the offices at New York and at Washington. The former office should be excepted because of the large amount of foreign mail handled at that office.

The whole number of foreign letters estimated to be received in a single year at Baltimore, Boston, Chicago, Key West, New Orleans, New York, Philadelphia, and San Francisco was 15,809,021. The number of foreign

postal cards was 177,245. The whole number of other articles received from foreign countries, 14,346,748. Of these aggregates, 13,674,102 letters, 139,100 postal cards, and 12,892,218 other articles were treated in the office at New York.

The office at Washington should be excepted, because of the large percentage of matter handled there emanating from Congress or from the departments, and which yields no revenue to the office. It is estimated that not less than 70 per cent. of all the matter mailed at that office emanates from those two sources.

For those two offices special provision must probably be made. But, with the exception of those two offices, it may well be doubted if there is another postmaster in the United States holding a first or second class office who would not be glad to administer it, furnishing his own help, fuel, light, and stationery, for a sum considerably less than the allowances now made for all those purposes added to his salary. If it is worth 60 per cent. to collect the first \$400 of postal revenue at a given office, I do not see why it is not worth the same percentage to collect the second, or any subsequent sum equal in amount. On the contrary, if \$400 can be collected at a cost of 30 per cent. after \$2,000 have been collected at the same office, I do not see why a larger percentage should be paid for collecting the first \$2,000.

If there are offices from which the revenues are so small, that no citizen will be troubled with its duties for a share of its commissions, it may be expedient to release the whole revenue to the postmaster up to a given point; but when that point is reached and the proper retainer is paid and commissions commence, it seems to me that one rate of commissions should be paid to all postmasters who find their own offices. Another and smaller rate should be paid to such as occupy offices rented by the government, but are warmed and lighted by the postmasters; while another and somewhat smaller rate still should be paid to postmasters who occupy public buildings warmed and lighted by the government, with special provisions made for the offices at New York and Washington.

What these several commissions should be could not be safely determined until after a thorough inquiry, prosecuted by a judicious committee, under legislative authority. Once ascertained, I believe many thousands of officeholders, including postmasters and clerks, would be transmuted into laborers. Clerks would be selected more with reference to what they could do behind the cases and less for what they had done at the hustings. Post-offices would more resemble workshops and less almshouses. They would be administered with less cost to the government and more profit to the incumbent.

Such an inquiry I earnestly commend to the consideration of Congress.

STAR TRANSPORTATION.

The report of the Second Assistant Postmaster-General gives a clear and comprehensive exhibit of the management of the star service for

the fiscal year just closed. It will be noticed that the broad purpose of providing adequate postal facilities for all communities, without regard to geographical location, is made the first and leading consideration in the arrangement of the service; and to secure that result without an improvident expenditure of means is the second consideration.

The department is clothed with the widest discretion in regard to the amount of service to be performed on star routes. To provide all needed postal facilities, and at the same time to guard against unnecessary expenditure, is a most difficult duty, and one that calls for the exercise of unusual care and patient inquiry. The results given in the report afford gratifying evidence that during the last fiscal year that delicate duty has been very satisfactorily discharged.

The aggregate length of all star routes on the 30th of June, 1882, was 227,621 miles, showing a decrease during the year of 3,678 miles. The aggregate transportation during the year was 76,924,867 miles, being a decrease of 2,632,429 miles. The annual cost was \$5,553,849, being a decrease of \$1,403,506.

RAILROAD TRANSPORTATION.

The expansion of the railroad system has been greater during the past year than ever before in any one year. Important connections have been made with California and Mexico.

The aggregate cost of the service is largely increased each year. Such must continue to be the case so long as the rapid expansion of the service shall continue.

The steady growth of this expenditure has provoked much discussion for some time past concerning the rates of pay for carrying the mails on railroads. The subject is most important; and the suggestions of the Second Assistant Postmaster-General, that additional safeguards be thrown around the large annual disbursement for railroad services, and that any change in the laws governing the rate of pay should be made upon ascertained facts, rather than upon opinion, are recommended to the especial notice of Congress.

The aggregate length of all railways over which mails were transported at the close of the last fiscal year was 100,563 miles, showing an increase during the year of 8,994 miles. The aggregate transportation over such roads during the year was 113,995,318 miles, being an increase of 10,474,089 miles. The cost for the year was \$12,753,184, being an increase of \$1,139,816.

Without entering into the transactions of the contract office in detail, an intelligent understanding of its conduct of affairs in the aggregate may be gathered from the fact that the appropriation for all items incident to inland transportation for 1883 is \$26,067,000, while the estimate for the same items for 1884 is \$25,494,120.

It will thus be seen that the entire transportation service, notwithstanding its rapid growth, will be conducted for the next fiscal year for \$572,880 less than the appropriation for the current year.

RAILWAY MAIL SERVICE.

The report of the General Superintendent of the railway mail service is an interesting exhibit of the magnitude to which that branch of the service has attained.

On the 30th of June, 1882, the railway post-offices numbered 769. They occupied 342 whole cars and 1,462 apartments in cars. These cars ran over roads whose aggregated length was 87,865 miles, and the service performed during the year amounted to 75,741,438 miles.

In the administration of this service 3,570 postal clerks were employed, with salaries aggregating \$3,486,779, which is an average annual salary for each clerk of \$976.68. The average number of miles traversed by the clerks during the year was 38,564. This is a fraction less than two cents and six mills per mile.

Comparing these figures with those of the Second Assistant Postmaster-General, it appears there were at the close of the year 12,698 miles of railway which were not post-office lines, and that 38,253,880 miles of service was performed during the year with express mails and closed pouches.

During the year there were handled by the railway postal clerks 2,155,213,880 letters and postal cards, 1,278,176,630 pieces of other mail matter, being a total of 3,433,390,480 pieces, besides 14,234,310 registered packages, and 570,483 through registered pouches.

This shows an increase over the work of 1881 of 351,239,160 letters, 228,880,250 pieces of other mail matter, and 2,776,028 registered packages and pouches. But, while the work performed during the the last fiscal year was greatly in excess of the work of the previous year, the salaries paid to the clerks averaged \$1.85 less during 1882 than for the year 1881.

In handling this immense number of pieces 902,489 errors were committed, or one error for every 3,805 pieces handled. During the previous year one error was committed in every 3,624 pieces handled. In 1880 one error was committed in every 3,482, and during 1879 one in every 3,469. During the past year 405,706 errors were checked against postmasters, as against 454,349 errors in 1881.

These figures show that, while the administration of the postal service is not yet perfect, there is a constant improvement in the efficiency, both of postmasters and of postal clerks; and, considering that postal clerks perform their work on cars while in rapid motion, that they must themselves work with great celerity, and yet make but one error in every 3,805 pieces handled, it is believed that for accuracy this corps may safely challenge comparison with any other service in this country or elsewhere.

During the past fiscal year 1,027 postal clerks were appointed upon six months' probation. Of that number 208 failed to pass examination, and were dropped from the rolls at the end of the probationary term. During the same year there were 83 casualties, in which three postal clerks lost their lives; 16 were seriously and 20 were slightly wounded.

I concur in the recommendation of the General Superintendent, that the Postmaster-General be authorized by law to pay out of the appropriation for postal clerks, to the widows or guardians of minor children of such clerks as may be killed while on duty, a sum equal to two years' salary of the grade held at the time of the death; and that postal clerks temporarily disabled while on duty be continued on leave with full pay until recovery, not to exceed one year. Such payments, probably, will involve no increased appropriations, as the deductions from pay for failure to perform service and for absence without leave would amount to enough every year to meet these requirements.

Attention is also invited to the recommendation of the superintendent, that a portion of the appropriation for the transportation of mails by railroad may be applied to the purchase of machinery, &c., for printing facing-slips.

The conclusion of the superintendent's report deserves the serious consideration of Congress. It is as follows:

It should not be forgotten that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the Department, permanent during good behaviour, the service could never have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged.

Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent, just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the Department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that, in any instance or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behaviour, because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the public in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to their destination every letter and other article of mail matter intrusted to their care.

FAST MAILS AND SPECIAL FACILITIES.

Among the estimates submitted for the office of the Second Assistant Postmaster-General is an item of \$600,000, to be expended in expediting mails on railways. The same sum was appropriated for the same purpose during the current year.

Touching these items it is proper to say that I have as yet been unable to make any arrangements for fast service out of the existing ap-

appropriation upon terms which seemed reasonable. Certain service which I found in operation is still maintained at the rate of compensation originally agreed upon. This service includes the fast mail between New York and Charleston, South Carolina, New York and Springfield, Massachusetts, and the 4.35 forenoon dispatch from New York via the Hudson River and New York Central. A full account of this service is given in the report of the General Superintendent of the Railway Mail Service, page 231.

By reason of explanations quite freely made by me before the appropriation was made, and by the terms of the appropriation itself, I felt it my duty to employ the fund in organizing a fast mail between New York and San Francisco, and between New England and New Orleans. These are the two great trunk lines which feed the most branches. The appropriation was found inadequate to the end contemplated.

I am not, indeed, able to say what sum would accomplish the object first named. A proposition was submitted for a mail from New York to Chicago; but after mature consideration, the managers of the several roads operating between Chicago and the Missouri River jointly declined to submit any proposition, saying:

On information, obtained from officials of the Department, respecting the largest amount of compensation for such service at the disposal of the Department, we are led to conclude that it is not possible to run the train on the time and under the conditions imposed, without a large deficiency of income to meet the expense of the service.

I am inclined to the opinion that some desirable expedition might have been obtained over the lines between the Missouri and the Pacific, if the law would have permitted me to expend the fund upon those companies. As such was not the case, I have thought it proper to leave the money in the Treasury until Congress shall designate some other direction for its employment.

Besides the financial results noted in the commencement of this report, the following instructive facts are gathered from the report of the Third Assistant Postmaster-General:

ISSUE OF POSTAGE STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The issue of postage stamps, stamped envelopes, and postal cards upon requisitions during the year were as follows:

	Number.	Value.
Ordinary adhesive stamps	1, 114, 560, 330	\$28, 679, 528 00
Newspaper and periodical stamps	2, 214, 893	1, 602, 069 70
Special stamps for collection of postage due	11, 375, 310	352, 170 00
Postal cards	351, 498, 000	3, 516, 015 00
Stamped envelopes, plain	114, 774, 700	2, 994, 868 82
Stamped envelopes, special request	100, 704, 250	3, 163, 894 85
Newspaper wrappers	41, 086, 500	500, 206 80
Official postage stamps	2, 319, 555	139, 991 75
Official stamped envelopes and wrappers	2, 037, 500	29, 806 50
Aggregating	1, 740, 571, 038	40, 978, 053 43

The number of requisitions filled was 464,710.

A statement of the values of stamps issued during the last fiscal year, compared with the issues of the fiscal year which ended June 30, 1881, will be found in the appendix to this report, pages 360-367.

POSTAGE ON SECOND-CLASS MATTER.

The postage collected on second-class matter during the past year amounted to \$1,565,103.28. That is an increase of \$166,054.64 over the collections of the previous year.

Of the total amount realized from second-class matter, 27.19 per cent. was collected at New York; 9.92 per cent. at Chicago; 6.16 per cent. at Boston; 5.43 per cent. at Philadelphia; 4.44 per cent. at Saint Louis; 3.56 per cent. at Cincinnati; 3.28 per cent. at Augusta, Maine; 1.71 per cent. at San Francisco; 1.45 per cent. at Detroit; 1.23 per cent. at Milwaukee; 1.22 per cent. at Louisville; 1.01 per cent. at Pittsburgh; .99 of one per cent. at Cleveland; .96 of one per cent. at Saint Paul; .92 of one per cent. at Toledo, and .86 of one per cent. at Baltimore. The remainder was collected at 5,064 other offices scattered throughout the country.

REDUCED PRICES OF STAMPED ENVELOPES.

A new contract was made in June last for stamped envelopes. The average reduction in price is nearly 7 per cent. That reduction is the more gratifying, because it follows a reduction of about 20 per cent. made in the last contract over the one which preceded it. Estimating the number of the different kinds of envelopes to be issued under the new contract upon the basis of the number actually issued during the year which ended on the 31st of March last, the aggregate cost will be \$456,197.58. Five bids were received for the manufacture of such envelopes. The cost of the same number and kind under the highest proposal submitted would be \$476,585.40. There was thus only a little more than \$20,000 between the highest and the lowest offer made for a contract, which will amount to something like a half million of dollars.

That fact furnishes plenary proof, both that bidders were equally well informed of the services expected and that the bid accepted, while it was the best offer, was not likely to subject the contractor to a loss.

DEAD LETTERS AND PARCELS.

The whole number of pieces of mail matter handled during the year, including a balance of 124,731 letters on hand July 1, 1881, was 4,285,285. That is an increase of about 15 per cent. over the previous year. Of these, 3,238,589 were unclaimed domestic letters; 60,476 were unclaimed domestic packages; 356,287 were letters of foreign origin; 954 were letters for foreign countries containing unmailable articles; 17,313 were foreign parcels containing printed matter, samples, &c., returnable to the countries of origin under special postal arrangements; 275,240 were held for postage; 274,715 were misdirected, and 11,711 bore no superscription whatever.

Of the letters opened 19,989 contained money amounting to \$44,326.65; 24,575 contained drafts, checks, money orders, &c., representing a value of \$1,962,413.73; 90,842 letters and parcels contained merchandise; 52,463 contained postage-stamps; 44,731 contained receipts, paid notes, &c.; 39,242 contained photographs. \$7,657 were taken from dead letters which could not be restored to owners; \$3,739.02 were collected upon insufficiently-paid letters. These two items represent the entire revenue derived from the dead-letter service. More minute details will be found in the report of the Third Assistant Postmaster-General, at pp. 368-373 and tables numbered 10-15.

NEW MODE OF TREATING HELD-FOR-POSTAGE MATTER.

An important change in the mode of treating held-for-postage matter was inaugurated on the 1st of July under the provisions of a departmental order dated May 11, 1882.

Formerly, first-class matter deposited in a post-office, on which less than one full rate was paid, and third and fourth class matter not paid in full, were sent to the Dead-Letter Office instead of to the addressees.

The new order directs the postmaster at the office of mailing, to notify the addressee by card, of the existence of the letter and of the deficiency in postage, to the end that, if he chooses, he may remit the postage and have the letter forwarded. This new mode is, for the present, confined to the free-delivery offices.

Reports have been received from 97 of those offices, showing that the total number of pieces finally treated by them during the quarter ended September 30 last, was 71,478, of which 59,711, or nearly 84 per cent., were forwarded to the addressees.

REGISTRATION OF LETTERS AND PARCELS.

The whole number of letters and parcels forwarded by registered mail during the year was 9,627,922. The amount of registry fees collected was \$841,497.90. The actual estimated losses (some cases being still under investigation) were unusually few in number, consisting of 726 letters or parcels only, or one out of every 13,262 forwarded.

POSTAL MONEY-ORDER SYSTEM.

The report of the Superintendent of the Money-Order System is, as usual, interesting and instructive. I extract from it such facts only as touch upon the growth of the business, and the proposed modifications in that branch of the service.

The money-order offices conducting domestic operations numbered 5,491 at the close of the last fiscal year. The orders issued by the same aggregated in value \$113,400,118.21. The orders paid and repaid aggregated \$113,388,301.90. The fees received from the public amounted to \$1,053,710.55. That was an increase of nearly 9 per cent. over the previous year. The gross revenue from the domestic money-order

business was \$280,341.17. That sum, together with \$80,426.18 derived from international money-order business for the year which ended June 30, 1881, has been paid into the Treasury for the service of the Post-Office Department. After deducting therefrom all the expenses of the money-order service, which were paid during the year from appropriations, there remained a net profit of \$165,030.25.

Allowances for clerk-hire were made during the year, amounting to \$175,548.84. These allowances were to offices where the total compensation of the postmaster from all sources amounted to \$4,000.

At the last session of Congress a bill embodying certain modifications in the money-order system, which were recommended by my predecessor in the last annual report, and which received the approval of the Committee on Post-Offices and Post-Roads, passed the House of Representatives. It did not reach the Senate early enough to secure the consideration of that body.

I respectfully renew the recommendation made in that report with reference to a modified scale of fees for money orders, diminishing the cost thereof, and of the desirability of conferring upon this Department authority to issue, in connection with the present money order, orders of a new form, to be called postal notes, for sums under \$5, and at a fee to the public of three cents.

FOREIGN MAILS.

From the report of the superintendent of foreign mails it appears that the total weight of the mails dispatched to Postal Union countries, Canada excepted, during the last fiscal year was 2,203,876 pounds, an increase of weight of 452,353 pounds over that of the preceding year.

Of the correspondence dispatched, 42.6 per cent. of the letters and 44.8 of the printed matter, samples, &c., were sent to Great Britain; 24.5 per cent. of the letters and 18.6 per cent. of the prints, samples, &c., were sent to Germany; 24.3 per cent. of the letters and 19.3 per cent. of the prints, samples, &c., were sent to other countries of Europe, and 8.8 per cent. of letters and 17.3 per cent. of prints, samples, &c., were sent to other union countries and colonies.

The percentage of increase over the weights of the preceding fiscal year was $21\frac{1}{2}$ per cent. for letter mails, and $26\frac{7}{8}$ per cent. for prints, samples, &c.

The payment for the transportation of ocean mails, under the general law limiting the compensation to the sea-postages on the mails conveyed, amounted to \$280,163.98, an increase of \$41,014.77 over the cost of the same service during the preceding year. Of this amount, \$233,485.34 was expended for the trans-Atlantic service, \$16,537.38 for the trans-Pacific service, \$30,141.26 for the service to Mexico, the West India Islands, Canada, Newfoundland, and countries and colonies of Central and South America. The increased cost over that of the same service for the fiscal year 1881 was 17.1 per cent. Compared with the

cost of the ocean transportation for the fiscal year 1880, the increase in two years was over 41 per cent.

The republics of Nicaragua and Costa Rica have been recently admitted to the Postal Union, and the only countries and colonies of the world which have organized postal establishments, not embraced in the union, are Bolivia and the British Australasian colonies.

The limits of weight and dimensions for packets of samples of merchandise prescribed by article 5 of the Paris convention, have been extended by special arrangements concluded with Belgium and Switzerland, respectively, so as to admit such packets to circulation in the mails exchanged with those countries, when not exceeding the weight of 12 ounces, and the dimensions of 12 inches in length, 8 inches in width, and 4 inches in depth.

TOPOGRAPHER'S OFFICE.

The series of postal maps already published now consists of 26, comprising 65 sheets.

New photolithographed maps of New Mexico and Arizona, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates of Virginia and West Virginia have been completed; also a new map photolithographed of the Mississippi River has been produced. There are under construction, drawings for new maps of Florida, North Carolina, South Carolina, California, and Nevada.

MAIL DEPREDACTIONS.

The force employed in the division of the Chief Post-Office Inspector has been active and efficient during the last year, as will be seen by the report of its chief. The number of cases investigated and reported upon during the year are as follows:

Registered cases.....	5,890
Ordinary cases.....	31,460
Miscellaneous cases.....	4,678

Four hundred and ninety-six arrests were made. Of these 441 were prosecuted in the courts of the United States and 55 in the courts of the several States. Of the former, 193 were convicted and 18 acquitted; 7 escaped, 1 forfeited bail; 40 cases were dismissed, and 182 await trial. Of those prosecuted in the State courts 14 were convicted, 7 acquitted, 2 escaped, 27 await trial, and 5 cases were dismissed.

The disbursements on account of appropriation for post-office inspectors and mail depredations during the fiscal year ended June 30, 1882, salaries and expense allowance of post-office inspectors, attorney's fees, rewards, &c., were \$166,551.25.

There are claims against this fund still unadjusted.

NEW MONEY-ORDER OFFICE BUILDING.

By the provisions of the act of March 1, 1881, making appropriations for the service of the Post-Office Department for the fiscal year ending

June 30, 1882, the Postmaster-General was authorized "to take the necessary steps to rent a suitable building, or buildings, for the use of the Money-Order Office of the Post-Office Department, and of the money-order division of the Auditor of the Treasury for the Post-Office Department," provided, "that the annual rental of such building or buildings shall not exceed \$5,000." The Postmaster-General, however, was unable to rent a building of the necessary capacity for the amount of money specified in that act. Wherefore, at its last session Congress passed an act extending the limit of the appropriation for the rent of a building for the money-order service to \$8,000. Upon the passage of this act a number of offers were made of buildings in the neighborhood of the Post-Office Department for the use specified; but upon investigation it was found that the buildings tendered either lacked a sufficient amount of space for the purposes of the Department, or were held at too high a rental value. Finally, an offer was made by Messrs. R. A. Hooe, of Washington, and Robert Beverly, of Virginia, the owners of the property on the corner of Eighth and E streets, square numbered 406, to erect a building on said property for the purpose contemplated.

On the 16th of March last I entered into contract with Messrs. Hooe and Beverly, a copy of which will be found in the Appendix. That building has been erected. The clerks composing the Money-Order Office of this Department and the Sixth Auditor's Office are now established in it. The new building contains about 15,000 feet of space for clerks, is furnished with an elevator, good heating appliances, and appropriate electric bells and speaking tubes; is well lighted and ventilated, and is connected with the department building by a light, but substantial iron bridge.

By the terms of the contract, the government is given the option of purchasing this property for \$85,000 at any time within two months after the opening of the next session of Congress. Three considerations commend this opportunity to the prompt acceptance of Congress: First. There seems to be little doubt that the government will soon imperatively need the whole of that square. Second. Good judges of property are of the opinion that if this particular lot is not taken upon the terms and within the time specified, it will never be secured for less than \$100,000. Third. The rent reserved amounts to more than 9 per cent. per annum on the price demanded.

It seems little less than profligate to pay 9 per cent. for rent when the money can be had for $3\frac{1}{2}$ per cent. to purchase.

RATES OF POSTAGE.

I remain of the opinion expressed in my letter of the 18th of May last, addressed to the Speaker of the House of Representatives, that the postage on second-class matter ought properly to be abolished. It does not seem just, and if not just, it cannot be wise to charge for carrying some newspapers and to carry others free, or to charge for carrying a

newspaper to some subscribers and to carry the same newspaper to others without charge.

I wish also to repeat, and to emphasize the opinion expressed in the same letter, that the rate of postage on fourth-class matter should be increased. To charge three cents per half ounce for carrying messages from one post-office to another, and yet to carry merchandise from one side of the continent to the other for one cent an ounce is not approved by good sense, if it is by good morals.

Some anxiety has been manifested to reduce first-class postage to two cents per half ounce. If it should be thought such a reduction in rates would cause too great a shrinkage in the revenues, I would respectfully suggest that correspondence may be cheapened almost as much by another measure, much less costly to the Treasury.

If Congress will authorize the sale of stamped envelopes at the same price at which adhesive stamps are sold, it would lessen the cost of correspondence.

The government is now the largest dealer in envelopes there is. It sells, as nearly as practicable, at the cost of manufacturing, with the postage added. After the first of January next the present tariff of prices will be somewhat reduced, owing to the more favorable terms of a recent contract for their manufacture. Yet, under the reduced tariff, if the single rate be reduced to two cents, a correspondent who buys a single stamped envelope will be compelled to pay three cents for it. If he buys more than five and less than a hundred, he will have to pay 2½ cents each. If he buys more than a hundred at a time, he will be able to get them at a small fraction less than that. If, on the contrary, the correspondent buys adhesive stamps at the post-office, and his envelopes of private dealers, the cost will be still greater.

Regardless of economy, a large percentage of correspondents do in fact buy the adhesive stamp instead of the stamped envelope. During the last fiscal year 680,463,700 adhesive stamps of the denomination of three cents were issued for prepayment of postage by the public, while only 168,696,250 stamped envelopes of the same denomination were issued. It is safe to assume that the purchasers of those adhesive stamps paid an average price equal to a large fraction of a cent each for the envelopes on which to put them. If the department could have supplied the envelopes at the cost of stamps, it would have been equivalent to a reduction of that fraction of one cent in postage. Yet it would have cost the government, under the present contract, less than \$2,000,000 to furnish the envelopes. And even this apparent loss would have been compensated by two great advantages:

An adhesive stamp, not properly canceled, can be removed and re-used. It is not doubted that the revenue is seriously impaired annually by this one cause. The envelope can never be used but once. So far as the stamped envelope can be substituted for the adhesive stamp, all such depreciation of revenue is avoided.

Another benefit to accrue from the substitution of stamped envelopes for adhesive stamps, is the saving of labor in the administration of the service. A letter deposited in a post-office, on which less than one full rate of postage is prepaid, is treated in one of two ways. If it be deposited in a free-delivery office, and the writer is unknown, the postmaster sends a notice to the addressee that he may, if he will remit the postage, have the letter forwarded. That imposes labor upon the local postmaster. If the same letter is deposited in any other than a free-delivery office, it is sent at once to the dead-letter office, to be treated there. That imposes labor upon the department. The whole number of domestic letters treated in the dead-letter office during the last fiscal year was 3,709,266. Of these, 275,240 were letters held for postage. But a letter once inclosed in a three-cent stamped envelope has one full rate prepaid. That letter cannot be held for postage. It will go forward at once; the postmaster at the office of delivery will tender it to the addressee upon receiving the postage due.

Again, the correspondent who orders stamped envelopes to the number of 500 may have his name and address, with a request to return, printed thereon without additional charge. Then if the addressee cannot be found the writer may be found without resort to the dead-letter office. Out of 6,000 letters sent to the dead-letter office on the 4th instant, only four had such requests upon them. By such means the work of the dead-letter office may be reduced to the minimum.

The Postal Establishment has attained huge proportions. It is conducted at an annual cost of \$50,000,000. It should do whatever it can do well. What it can do elsewhere it can do here. Yet the fact remains that the postal service does in other countries many things which it has not yet attempted in this country.

POSTAL COLLECTION SYSTEM.

In Belgium, Switzerland, and Germany, the post-office is employed in the collection of bills not exceeding 500 francs in any one sum. The system is briefly this: The creditor purchases a special envelope of the post-office, for which he pays 25 centimes, and in which he incloses his account, and directs to the postmaster within whose delivery the debtor resides. The bill is handed to the carrier, who presents it to the debtor on his round. If not paid, the bill is simply returned. If paid, the carrier returns the money to the postmaster. For his services he receives 25 centimes if the amount is 100 francs or more; if less than 100 francs, he receives 15 centimes. The postmaster receives a like sum for his services, and sends the creditor a postal order for the balance, less the proper fee for the order.

In Germany, during the year 1876, 2,750,000 accounts were thus collected. In March last the system was authorized in France. I respectfully invite Congress to consider whether, by authorizing a similar system here, something cannot be done to further utilize the postal estab-

lishment and augment its revenues; to lessen the cost of collecting tradesmen's bills, and to inculcate in the people the habit of promptly meeting their small bills as the banks inculcate the habit of meeting large ones.

POSTAL SAVINGS-BANKS.

I follow in the steps of many of my predecessors in this office when I invoke Congress to make one more effort to engraft upon the postal service a system of deposits for small sums. The great lesson our people need to learn is that of economy. The American people are apt to earn, but are not wise to save.

The easy introduction to the art of saving is to provide a convenient and safe means of saving. A lucrative means is less essential. A place near at hand where a dollar may be deposited and may be secure against the temptations of the burglar, the thief, and the saloon-keeper, even if it accumulates but very little, has everywhere proved a strong inducement to saving. The post-office is near to every citizen; the savings bank must always be remote from most. The post-office need not be a substitute for the savings bank, nor its rival, but its feeder; a place where small deposits with slow accretions may securely grow into large ones, then to be transferred to savings banks on longer terms and with larger earnings. X

POSTAL TELEGRAPH SYSTEM.

Another and a broader field of activity not yet occupied by our postal establishment is that of the telegraph. In almost all countries, save this, telegraph service is conducted by the postal authorities. Presidents, Postmasters-General, and committees of both houses of Congress have heretofore urged that the Post-Office Department of the United States should take exclusive possession of that service. Already Congress has provided a mode for adjusting the terms upon which the United States may purchase all telegraph lines, either for postal or other purposes. (Revised Statutes, section 5267.)

After the fullest consideration I have been able to give to the subject, I am forced to the conclusion that the time has fully come when the telegraph and postal service should be embraced under one management. The whole subject has been argued in former years. I shall do but little more than summarize that argument.

The business of the telegraph is inherently the same as that of the mail. It is to transmit messages from one person to another. That is the very purpose for which post-offices and post-roads are established. The power to establish is not limited to any particular modes of transmission. The telegraph was not known when the Constitution was adopted. Neither was the railway. I cannot doubt that the power to employ one is as clear as to employ the other.

If the union of the two services did not improve that of the tele-

graph at all, I think it would improve the postal service in some important respects. It would necessitate the employment of telegraph operators for postmasters in many offices. That would result in giving to the administration of not a few offices men who have learned to do one thing in place of those who have never learned to do anything. If the two offices were united, whenever a mail did not arrive on time, the public thronging the post-office would learn, not merely that the mail had not arrived, but when it would arrive.

Again, the necessity for delivering messages would facilitate and gradually draw after it the free delivery of mails in places where free delivery in itself is impracticable.

But a union of the two services would, I believe, improve the telegraph more than it would the postal service.

I prefer no accusation against the administration of the former service. Admitting it to be honest and efficient, the fact remains that it is not cheap, and under corporate control it cannot be cheap. Rent for both services would cost but little more than the cost for one. So of fuel and of light. Where there is now a free delivery of mail, telegraph messages could be delivered at less cost by the post-office than by a corporation. Besides, if the business was controlled by the government, there would be but a single management for the whole. The business is now charged with the cost of many different managements. One direction is cheaper than several.

Again, corporations will seek, and ought to have, not only remuneration for cost of administration, but interest on the capital invested. Telegraph companies seek and secure a large interest on their capital; and what is still more burdensome to the public is the fact that the aggregate outlay of the companies is always greatly in excess of the actual cost of their property.

The office of the telegraph is not indispensable in the sense that air, water, and food are; but it is so essential to social, political, and commercial life that it must be had. If it cannot be obtained at one price, it will be at another. No one corporation has been or will be allowed quietly to monopolize the business. No one set of men will be permitted exclusively to sell services which all must have. And yet, while monopoly will not be permitted, competition beyond a certain point cannot be tolerated.

When competition profits the public who purchase the service, it becomes injurious to the companies which sell. When it becomes injurious to the companies, the competition is extinguished by the purchase and absorption of the competitor. The price paid for the franchises of a rival concerns the purchaser but little; it concerns the public deeply. The people must pay the fees which will yield dividends on the new and on the old capital. So it has happened that the one corporation which has built most miles of telegraph has been the largest purchaser of telegraph property. It must continue to be so. No matter how rich

a company may be, it is powerless to prevent the organization of new and competing enterprises. Its sole protection is to buy when the new rival proves hurtful. No matter how conservative or just may be the management of the purchasing company, it will demand from the public dividends on the capital invested to extinguish the rival. The only security capital can have against these recurring raids is to surrender the business to the government. The only protection the public can have against these multiplied exactions is, for the government to assume that exclusive control over the transmission of domestic messages by electricity, which it now has over the slower methods by steam and stage-coach. Safety for those who sell and those who buy telegraph service is promoted by the same measure.

But a stronger reason still, why the government should control the telegraph, is found in the fact that it is as potent for evil as for good. Like government itself, it is too terrible to be wielded by other than representatives of the whole people.

In the great commercial centers, public stocks, corporate and mining stocks, bonds, and the staple products of agriculture are bought and sold daily, to the amount of thousands of millions. In all those markets one great telegraph company wags its tongue incessantly. For all those commodities it is the arbiter of prices. Prices go up or down according to its inculcations. Whoever controls its utterances may at pleasure buoy a market in which he wishes to sell, or break one in which he wishes to buy. That is an agency much too dreadful to entrust to private hands.

I am far from asserting that a use so malign ever has been made of this agency. I speak of its capabilities, not of its history. Knowing that it can be so abused, it seems to be the dictate of prudence not to wait until it is so abused. It is manifest that even when the government controls the telegraph a falsehood which may sink a stock or float it may still be sent over the wires. But truth will have equal freedom on the lines. In government hands the telegraph will maintain an exact neutrality between the two fierce parties, which, day by day and year by year, contend for supremacy in the markets. In private hands it may become the mere creature, as malignant as mighty, of that party which its owner, from time to time, chooses to join. If he choose, he may give free course to falsehood, and if he choose, he may imprison the truth. Who else can trade in a market dominated by such a power?

It may be objected, and has been, that the measure proposed would largely extend the roll of Federal officials. That increase has doubtless been exaggerated. At a very large percentage of the offices the telegraph operator would not supplement the postmaster, but would supplant him. Besides, I know of no law but necessity limiting the employment of officials. The government is not wise which employs a single officer not needed. It is unwise if it refuses to employ thousands when they are needed.

Within the life of this generation this government employed more than two and a half millions of officers. They were all armed. They did not destroy the country; they saved it. It is not difficult to find individuals who employ a thousand men and find profit in it. It does not become fifty millions to shrink from employing a hundred thousand if they have need for their services.

T. O. HOWE,
Postmaster-General.

The PRESIDENT.

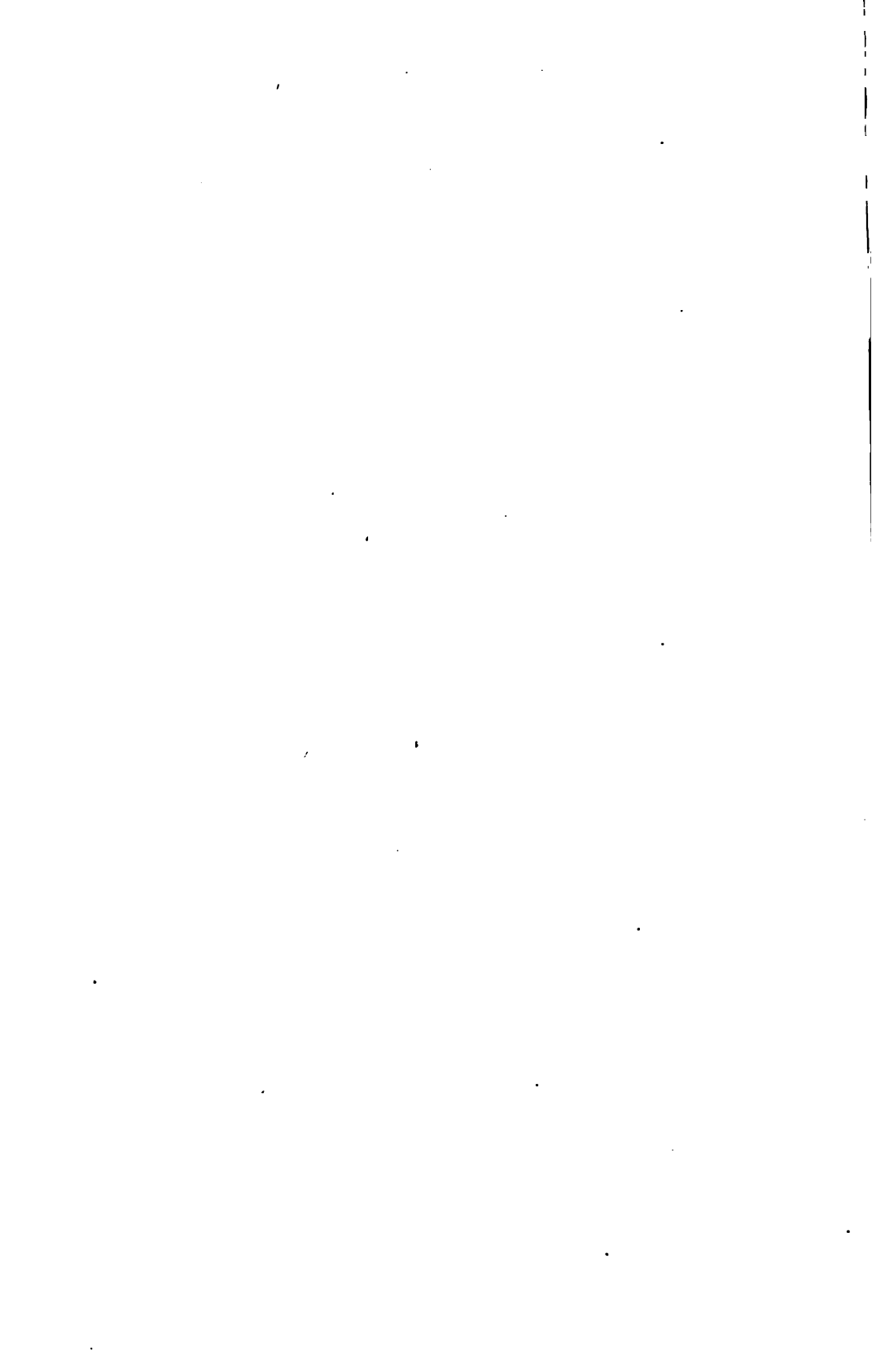
CONTRACT

FOR THE

ERECTION OF A BUILDING FOR THE USE OF
THE MONEY-ORDER OFFICE.

MARCH 16, 1882.

XXXI



CONTRACT FOR BUILDING FOR MONEY-ORDER OFFICE.

WASHINGTON, D. C., *March 16, 1882.*

This memorandum of agreement between the United States of America, represented by Timothy O. Howe, Postmaster-General, under and in pursuance of authority given him in his official station by "An act making appropriations for the services of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes," approved March 1, 1881; and "An act to provide for certain of the most urgent deficiencies in the appropriation for the service of the government, for the fiscal year ending June 30, 1882, and for other purposes," approved March 6, 1882, and Robert A. Hooe, of the District of Columbia, and Robert Beverly, of Virginia, witnesseth:

That said Hooe and Beverly agree and undertake to erect, under the general and controlling direction of the Postmaster-General, and the immediate superintendence of John L. Smithmeyer, as architect, a substantial building of brick, stone, timber, and other suitable and proper materials, to contain net 14,000 feet of space for the use of clerks, besides that occupied by halls, walls, vestibules, elevator, and water-closets.

The building is to have proper water-closets for the use of the persons employed therein, and a suitable elevator for the use of the persons and freight; and it is to be heated by a system similar to the one in present use in the general Post-Office building in this city, unless another or modified system shall be mutually agreed upon.

The building is to be erected upon lot No. 1, square 406, in this city of Washington, fronting 50 feet on "E" street and 87½ feet on 8th street, N. W., and is to be well ventilated and with sufficient openings for light, with ingress and secure egress, and proper pipes for water and gas and appropriate attachments thereto.

The building is to be completed by the 1st day of October, 1882.

In consideration of the foregoing premises and undertakings, it is agreed by the United States of America, represented by the Postmaster-General, acting under the authority above recited, that upon the completion of said building at the time stipulated, or within a reasonable time thereafter (if unforeseen causes of delay occur) the United States of America will rent the same for a term of five years from such completion, with privilege of renewal, if Congress so authorizes, for the sum of eight thousand dollars per annum, payable quarterly at the end of each quarter.

It is mutually agreed that the building shall be erected for, and occupied by, the United States of America for the uses and purposes stated in the acts of Congress hereinbefore recited; and that said Hooe and Beverly shall not be required to expend in the erection and completion of the said building a sum exceeding sixty thousand dollars.

It is also agreed that a safe and secure iron bridge shall be constructed over the street from said building to the corridor of the Post-Office building, connecting with the second floor thereof; and that upon completion of said building, and for sixty days after the meeting of the next regular session of Congress, the building and lot of ground upon which the same is erected may be purchased by the United States for the sum of \$85,000, and a good and sufficient title given by the owners thereof.

In witness whereof, the seal of the Post-Office Department and the signature of the

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Postmaster-General, as well as the hands and seals of the other parties hereto, are hereunto affixed the day and year first above written.

THE UNITED STATES OF AMERICA,
By TIM. O. HOWE,

Postmaster-General.

Witness to the signature of the Postmaster-General.

CHAS. A. RAY,
R. S. BOSWELL.

ROBERT A. HOOE. [SEAL.]

ROBERT BEVERLY. [SEAL.]

[Seal of the Post-Office Department.]

Witnesses of the signatures of the other parties to the foregoing contract.

L. C. DUNCAN,
CHAS. A. RAY.

Statement Money-Order Office.

Classification of work.	Contractors.	Contract price.	Paid as per certificates.	Balance due.
Building	Bright, Humphrey & Co.	\$43,617 00	\$20,000 00	\$23,617 00
Heating	W. E. Wood & Co.	3,950 00		3,950 00
Elevator	Otis Bros	3,750 00	2,625 00	1,125 00
Plumbing and gas fitting	J. F. Brien	2,166 97	1,400 00	766 97
Bridge	J. Noyes	1,337 79	500 00	837 79
Excavating	P. Malony	844 20	844 20	
Foundation concreting	P. Shea	544 00	544 00	
Surveying and computing	W. Forsyth	52 50	52 50	
Plans, &c., and superintendence.	J. L. Smithmeyer & Co.	3,000 00	2,800 00	200 00
EXTRAS.				
Boiler	E. N. Gray & Co.	330 00		330 00
Ventilation	White & Overman	165 00		165 00
Hearths	Clarkson & Co.	91 00	91 00	
Railing	E. N. Gray & Co. and J. F. Brien.	151 54		151 54
Piping-valve				
	Totals	60,000 00	28,856 70	31,143 30

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR
FOR THE
FISCAL YEAR ENDED JUNE 30, 1882.

REPORT OF THE CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT, OFFICE OF CHIEF POST-OFFICE INSPECTOR, Washington, D. C., October 31, 1882.

SIR: I have the honor to hand you with this a report of the operations of the division of post-office inspectors and mail depredations for the fiscal year ending June 30.

I beg to add that the inspectors have worked faithfully and earnestly correcting irregularities existing in the service, as the report will show. I desire to call your attention to the fact that the labor performed by inspectors in connection with contract service, and as well in the investigations conducted by them under the direction of the officers employed in investigating the star-route service, do not appear in this report. Much time has been devoted to this work, however, and I doubt not that proper mention will be made elsewhere of the fact and the attendant results.

ARRESTS AND CONVICTIONS.

The arrests by post-office inspectors and others, for violations of the postal laws of the United States, during the year numbered 496. Of these 441 were prosecuted in the courts of the United States, and 55 in the several State courts in which the offenders were arrested. Of the former 193 resulted in conviction, and 18 in acquittal. Seven prisoners escaped; in one case bail was forfeited, and in 40 cases the proceedings were dismissed. One hundred and eighty-two offenders are now awaiting trial. There were 14 convictions in the State courts and 7 acquittals. Two prisoners escaped, 5 proceedings were dismissed, and 27 are awaiting trial. This will appear more clearly from the following summary and classification of the arrests.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters.....	23	Convicted.....	198
Assistant postmasters.....	10	Acquitted.....	18
Clerks in post-offices.....	28	Escaped from custody.....	7
Postal clerks and route agents.....	14	Forfeited bail.....	1
Letter carriers.....	28	Proceedings dismissed.....	40
Mail carriers.....	28	Awaiting trial.....	182
Other employes.....	6		
Burglars.....	4		
All others for various offenses.....	305		
Total.....	441	Total.....	441

SUBJECT TO JURISDICTION OF STATE COURTS.

All offenders.....	55	Convicted.....	14
		Acquitted.....	7
		Escaped from custody.....	2
		Proceedings dismissed.....	5
		Awaiting trial.....	2
Total.....	55	Total.....	56

CASES ACTED UPON BY INSPECTORS.

The total number of cases referred to inspectors for investigation during the year was 42,423. They are classified as—

1. *Registered cases, Class A, 7,082.*—This class of cases embraces all alleged depredations upon the registered mail, and includes complaints of losses, rifling, wrong delivery, and suspected attempts at opening registered letters. The complaints are both of foreign and domestic origin. The number of registered letters reported lost was 5,067, of which 2,438 were domestic and 2,649 were foreign. By foreign is meant letters going to or coming from foreign countries. Of the domestic letters, 1,481 contained money and other valuable inclosures, and 957 contents not specified. Of the domestic letters 968 were reported as having been delivered, recovered or satisfactorily accounted for, viz: 564 with valuable inclosures, and 404 contents not specified. Of the 1,244 complaints of rifled letters, investigation showed that in 202 cases the claim of valuable inclosure was false. Only 30 registered letters were reported as having been tampered with, and investigation of 11 cases disclosed the fact that there had been no loss. Registered packets (third and fourth class matter) reported lost were 329, of which 193 were found to have been delivered; 18 complaints of rifled packets were received, 9 of the complaints were discovered to be without foundation; 254 complaints were made of loss or separation of registered packets from the registered-package envelope.

Investigation of 134 of these showed that no loss either to sender or addressee had occurred. Forty-five cases of detention were reported; upon investigation of 22 cases no loss was found to have occurred. The wrong delivery of 75 letters was reported. Thirty-seven upon investigation were found to have resulted in no loss. There are still outstanding 1,940 cases undergoing investigation.

Of the complaints in foreign cases, viz, 2,675, 2,085 were found to have been accounted for satisfactorily, leaving 573 cases still undergoing investigation, and 17 in which no discovery could be made and which were closed as lost.

The disbursements of money collected on account of lost and rifled registered letters and packets amounted during the year in 356 cases to \$10,906.06. Of the total number of complaints of depredations upon the registered mail investigation showed that in 4,076 no loss had occurred; that in 493 actual loss had resulted. There are now undergoing investigation 2,513 cases, and should the proportionate loss be as great in these outstanding cases as in those already reported upon it would be estimated as 233. Adding this estimate to the actual losses, 493, we have 726, an unusually small proportion.

These losses include those from all causes, fire, burglary, highway robberies, casualties, and ordinary thefts. By comparing this number 726 with the total number of letters and packets registered during the year, 9,627,922, it is worthy of remark that the safety of the registered mail is demonstrated.

2. *Ordinary cases, Class B, 30,829.*—This class of cases includes all complaints of depredations upon the ordinary mail; 21,527 letters were reported lost, 5,180 with valuable inclosures, and 6,347 contents not specified. Of this number, 2,175 were found to have been delivered. The number of ordinary packets reported lost was 8,342, of which 850 were found to have been delivered or satisfactorily accounted for. The disbursements of money recovered on account of lost ordinary letters amounted in 57 cases to \$363.40.

During the year 387 post-offices were reported to have been burglarized and 116 to have been burned; 39 mails were robbed by highwaymen, and it is gratifying to note that this number is less than half those reported in the fiscal year ending June 30, 1881. Ten mails were burned in postal cars in railway accidents, 50 were lost by carriers in floods, snow blockades, and from other causes; 124 complaints of depredations by postmasters were received. Investigation of 32 of these showed the complaint to have been groundless.

3. *Miscellaneous cases, Class C, 4,512.*—This class embraces cases not strictly speaking mail depredations, but which are most important in their character.

It includes the inspection of post-offices, solvency of the sureties on the bonds of postmasters at money-order offices, and miscellaneous complaints of all kinds.

The amount of money collected by inspectors in this class of cases during the year amounted to \$23,381.20.

Recapitulation of cases reported on by inspectors during the fiscal year ending June 30, 1882:

Registered cases, including those referred in previous years	5,890
Ordinary cases, including those referred in previous years	31,400
Miscellaneous cases, including those referred in previous years	4,678
Total	42,028

Very respectfully,

DAVID B. PARKER,
Chief Post-Office Inspector.

ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1884.

1 P M G





ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1884.

OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals, attorneys, &c	\$225,000 00
Advertising	50,000 00
Miscellaneous items in the office of the Postmaster-General	2,000 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters	10,134,091 25
Clerks in post-offices	4,850,000 00
Letter-carriers	3,600,000 00
Wrapping-paper	25,000 00
Wrapping-twine	55,000 00
Marking and rating stamps	25,000 00
Letter balances, scales, and test weights	25,000 00
Rent, fuel, and light	450,000 00
Office furniture	30,000 00
Stationery	65,000 00
Ink for stamping and canceling purposes	10,000 00
Pads for stamping and canceling purposes	10,000 00
Miscellaneous and incidental items	90,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes	12,000,000 00
Railway post-office car service	1,626,000 00
For necessary and special facilities on trunk lines	600,000 00
Inland transportation, steamboat routes	700,000 00
Inland transportation, star routes	5,500,000 00
Railway post-office clerks	3,977,120 00
Mail-messengers	850,000 00
Mail locks and keys	20,000 00
Mail-bags and mail-bag catchers	220,000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General	1,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage stamps	130,000 00
Expenses of agency	8,100 00

REPORT OF THE POSTMASTER-GENERAL.

Stamped envelopes, newspaper wrappers, and letter sheets.....	\$632,000 00
Expenses of agency.....	16,000 00
Postal cards.....	253,000 00
Expenses of agency.....	7,300 00
Registered-package, post-office, and dead-letter envelopes	140,000 00
Ship, steamboat, and way letters	1,500 00
Engraving, printing, and binding drafts and warrants	2,000 00
Miscellaneous items in the office of the Third Assistant Postmaster-General.....	1,000 00

OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails	350,000 00
Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union and the subscription of the department for the monthly journal (L'Union Postale) of that bureau.....	60,000 00
Total	46,741,111 25
Estimated amount which will be provided by the department from its own revenues, based upon an annual increase of 10 per cent. on the revenues for the fiscal year ended June 30, 1882.....	50,670,456 27
Surplus of estimated postal revenue over estimated expenditures.....	3,929,345 02

NOTE.—The postal revenue, estimated at an annual increase of 10 per cent. on the revenue for the last fiscal year, will, for the year ending June 30, 1884, amount to \$50,670,456.27, or \$3,929,345.02 more than the estimated expenditures for the same fiscal year. The increase of receipts for the last over the previous fiscal year was at the rate of 13.8 per cent. At the close of the last fiscal year there remained a handsome surplus of receipts over expenditures, and the receipts are now increasing at a much greater rate than the expenditures. Hence no appropriation will be required from the general Treasury to aid the postal revenue in meeting the estimated expenditures for the coming fiscal year, unless there should be changes in the rates of postage, or in the classification of mail matter, injuriously affecting the revenue. A deficiency appropriation from the Treasury of \$2,152,258 for the year ending June 30, 1882, remains undrawn, and it is not believed that it will be necessary to draw any portion of the \$1,902,177.90 appropriated to supply deficiencies in the postal revenue for the current fiscal year.

T. O. HOWE,
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,
November 1, 1882.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.

SIR: I have the honor to submit herewith, for your consideration, a table showing the estimates of appropriations required for the service of the Post-Office Department for the fiscal year ending June 30, 1884, prepared in accordance with your directions. The communications from the several officials from whose estimates the table was compiled, and explanatory thereof, will also be found herewith, marked from A to F.

Very respectfully, your obedient servant,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

A.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF CLERK TO THE POSTMASTER-GENERAL,
Washington, D. C., October 18, 1882.

SIR: In compliance with your request of October 2, I have the honor to inform you that the following are the estimates of appropriations necessary for the office of the Postmaster-General for the fiscal year ending June 30, 1884, viz:

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys.....	\$225,000
Advertising.....	50,000
Miscellaneous items in the office of the Postmaster-General.....	2,000

Letter of the chief post-office inspector on the subject is herewith inclosed.

Very respectfully,

F. H. HOWE,
Chief Clerk.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

B.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 21, 1882.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, asking that you be furnished with an estimate of appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884.

The force of inspectors now employed upon the general work of the inspection of post-offices, correction of irregularities, the investigation of all depredations on the mails, assisting the contract office in determining and arranging post-routes, and other miscellaneous duties, as well as those detailed to the money-order, free-delivery, and railway mail service, are rendering most important and valuable aid in their several branches. Their duties are continuous and arduous, and their compensation should be increased.

At present ten inspectors are paid \$2,500 each per annum, the others not exceeding \$1,600. A per diem allowance not exceeding \$5 is made to cover expenses incurred while actually traveling upon official business. This allowance covers sleeping-car fares and all other necessary expenses, except transportation, and is now based upon the ascertained requirements of the different sections where inspectors are located, varying from \$3 minimum to \$5 maximum per day. From this it will be seen that inspectors of the Post-Office Department are not now paid salaries equal to those received by similar officers of the Treasury and other departments. In the Treasury Department special agents, whose duties are analogous to those of the post-office inspectors, receive salaries varying from \$2,190 to \$2,920 per annum. In addition to this compensation the expenses of special agents of the Treasury are paid by the department. The Indian inspectors of the Interior Department are paid \$3,000 each per annum, and their expenses also are paid by the government. Nor is the compensation of post-office inspectors as large as that of postmasters and assistant postmasters at first and second class post-offices, to instruct whom is frequently an inspector's duty.

I therefore beg to recommend that the appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884, be increased to \$225,000, and that legislation be suggested as follows:

The Postmaster-General may grade inspectors appointed by him in accordance with section 4017 Revised Statutes in the following manner: Not exceeding fifteen in number shall receive \$2,500 each per annum, not exceeding fifteen others may receive \$2,000 each, and the remainder may receive not exceeding \$1,600 each. In addition to this compensation they may be allowed for their expenses while actually traveling upon official business such an amount as may be determined by the Postmaster-General as necessary in each case, not exceeding \$5 per diem, payable only for time spent away from the inspector's residence while traveling upon the business of the department.

I am, sir, very respectfully,

DAVID B. PARKER,
Chief Inspector.

FRANK H. HOWE, Esq.,
Chief Clerk to the Postmaster-General.

ESTIMATES FOR EXPENSES OF POST-OFFICES.

C.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.



SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz:

For compensation to postmasters.....	\$10,134,091 25
For clerks in post-offices.....	4,850,000 00
For free-delivery service.....	3,600,000 00
For rent, fuel, and light.....	450,000 00
For office furniture.....	30,000 00
For stationery in post-offices.....	65,000 00
For miscellaneous and incidental items.....	90,000 00
For wrapping-paper.....	25,000 00
For wrapping-twine.....	55,000 00
For marking and rating stamps.....	25,000 00
For letter balances and scales.....	25,000 00
Ink for stamping and canceling purposes.....	10,000 00
Pade for stamping and canceling purposes.....	10,000 00
Total estimate	19,369,091 25

or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
Estimates	\$7,550,000 00	\$7,800,000 00	Per cent.
Appropriations.....	7,500,000 00	7,800,000 00	.....
Expenditures.....	8,288,742 79	8,964,676 72	8.02
Deficiency.....	798,742 79	1,164,676 72	45.81

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law

regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1879, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$3,850,000 00	\$3,850,000 00	.....
Appropriations.....	3,680,000 00	{ 3,850,000 00	{ 7.33
Expenditures.....	3,676,756 22	{ 3,908,396 60	{ 6.30

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails,

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East; nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post-offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this service, and the incidental expenses thereof, during the two past fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$2,500,000 00	\$2,700,000 00	.....
Appropriations	2,500,000 00	{ 2,600,000 00	{ 5
Expenditures	2,499,911 54	{ 25,000 00	{ 4.98
		2,623,262 74	

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,200,000, of which amount \$200,000 was appropriated by the terms of the act of August

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$450,000 00	\$500,000 00	.....
Appropriations	425,000 00	425,000 00	.....
Expenditures	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$20,000 00	\$25,000 00	.....
Appropriations	20,000 00	20,000 00	.....
Expenditures	19,296 87	21,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$50,000 00	\$60,000 00	.....
Appropriations	50,000 00	50,000 00	.....
Expenditures	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$450,000 00	\$500,000 00	.....
Appropriations	425,000 00	425,000 00	.....
Expenditures	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$20,000 00	\$25,000 00	.....
Appropriations	20,000 00	20,000 00	.....
Expenditures	10,296 87	21,716 64	..... 7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$50,000 00	\$60,000 00	.....
Appropriations	50,000 00	50,000 00	.....
Expenditures	49,238 45	50,517 28	..... 14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$450,000 00	\$500,000 00	.....
Appropriations	425,000 00	425,000 00	.....
Expenditures	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$20,000 00	\$25,000 00	.....
Appropriations	20,000 00	20,000 00	.....
Expenditures	10,298 87	21,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$50,000 00	\$60,000 00	.....
Appropriations	50,000 00	50,000 00	.....
Expenditures	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$450,000 00	\$500,000 00	.....
Appropriations	425,000 00	425,000 00	.....
Expenditures	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

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			<i>Per cent.</i>
Estimates	\$20,000 00	\$25,000 00	
Appropriations	20,000 00	20,000 00	
Expenditures	19,296 87	21,716 64	7.35

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STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$50,000 00	\$60,000 00	
Appropriations	50,000 00	50,000 00	
Expenditures	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

D.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 18, 1882.

SIR: I beg leave to submit estimates of amounts required for the transportation of mails and items incident thereto for the fiscal year ending June 30, 1884, in answer to your note of the 2d instant.

STAR SERVICE.

The cost of star service for the year ending 30th June, 1882, was \$5,553,849, which is \$1,403,506 less than the cost on the 30th June, 1881, being a reduction of more than 20 per cent.

The reletting of the service in the Pacific section for the contract term commencing July 1, 1882, has resulted in a very large reduction in the cost of this service compared with the cost on June 30, 1882, sufficient, in the opinion of this office, to cover the cost of a liberal service on star routes for the present year and also for the ensuing year. The estimate for this item for 1884 is set down at \$5,500,000.

STEAMBOAT SERVICE.

The cost of the steamboat service on the 30th June, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. The requirements of the public may involve additional steamboat service, and it is deemed expedient to estimate the cost for 1884 at \$700,000.

MAIL-MESSENGER SERVICE.

The cost of mail-messenger service for the year ending June 30, 1882, was \$724,207, or equivalent to \$7.20 for every mile of railroad service. Upon the same basis the cost for 1884 will be \$850,000, and the estimate is placed at this sum.

RAILROAD SERVICE.

The cost of railroad transportation on the 30th of June, 1882, (audited statement), was \$10,248,515, and new service remaining unpaid at the same date amounted to 3,464 miles, which will probably involve an additional expenditure of \$125,000, making the total cost about \$10,373,515, which is \$830,360 more than the cost to June 30, 1881. The increase in the mileage and rates of pay for the current fiscal year is not estimated for at as great a rate of increase as is shown between 1882 and 1881, for reasons that were explained in the last annual report, hence the appropriation for the present year is fixed at \$11,130,000. The reasons which formed the basis of that appropriation will not apply for the ensuing year, consequently the estimated rate of increase is somewhat greater. The appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed for 1884, and \$870,000 added for increase of rates on old routes, and for new service, making a total of \$12,000,000, which is 7.81 per cent. over the appropriation for 1883, and a little more than 14 per cent. over the cost and estimate for new service for 1882.

RAILWAY POST-OFFICE CARS.

The increased cost of the railway post-office service for 1882 over 1881 was \$100,000. The appropriation for the present year is \$1,526,000. It is estimated that \$100,000 in addition to that service, or \$1,626,000, will be sufficient for this item for 1884.

SPECIAL FACILITIES.

The appropriation for "special facilities" on the great lines for the current year is \$600,000. It is not clear that the discontinuance of the service secured by this expenditure would not result in injury to the public, and for this reason I suggest that a like sum, \$600,000, be appropriated for this item for 1884.

MAIL EQUIPMENT.

The expenditures for mail-bags, mail-catchers, and mail locks and keys, and the necessary repair of the same, absorbed the entire appropriation for these items, \$200,000 and \$25,000, for the year ending June 30, 1882. The rapid extension of the railroad system, the increased frequency of mails on railroad routes, and the large number of post-offices established on such lines render an increase in appropriation necessary for 1884. The estimate is therefore placed for mail-bags and mail-catchers at \$220,000; mail locks and keys, \$20,000.

RAILWAY POSTAL CLERKS.

The amount provided for railway postal clerks for the current year, by act July 31, 1882, is \$371,000. The rate of increase for the past six years has been 7.20 per cent. Estimating the cost upon the same basis, the amount required for 1884 will be \$3,977,120.

RECAPITULATION.

For star service.....	\$5,500,000
For steamboat service.....	700,000
For railroad service.....	12,000,000
For railway post-offices.....	1,626,000
For special facilities.....	600,000
For mail-messenger service.....	850,000
For mail-bags and mail-catchers.....	220,000
For mail locks and keys.....	20,000
For railway postal clerks.....	3,977,120
For miscellaneous items.....	1,000

Very respectfully,

RICH'D A. ELMER,

Second Assistant Postmaster-General.

Hon. A. D. HAZEN,

Third Assistant Postmaster-General.

E.

EXPLANATION OF ESTIMATES OF APPROPRIATIONS FOR THE OFFICE
OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL
YEAR ENDING JUNE 30, 1884.

I.—ADHESIVE POSTAGE STAMPS.

For manufacture of ordinary postage stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$130,000 00
The number of these stamps issued during the fiscal year ended June 30, 1882, was	1,130,470,088
Add 12 per cent. for increase.....	135,656,410
Gives estimated issue for fiscal year ending June 30, 1883.....	1,266,126,498
Add 12 per cent. for increase, as before.....	151,935,179
Gives estimated number required for fiscal year ending June 30, 1884..	1,418,061,677
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$130,319 86

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th June last was a little over 17 per cent., but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business interests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361, Report of Postmaster-General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency.....	\$8,100 00
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This estimate agrees in amount with the appropriation for the present year.

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	\$632,000 00
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to	477,960 08
Add 15 per cent. for increase.....	71,694 01
Gives estimated cost at same prices for fiscal year ending June 30, 1883..	549,654 09
Add 15 per cent. for increase, as before.....	82,448 11
Gives estimated cost for fiscal year ending June 30, 1884	632,102 20
The appropriation for the current year is.....	547,000 00

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for

four years from the 1st of October, 1882, at an average reduction of nearly 7 per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent.; but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

V.—POSTAL CARDS.

For manufacture of postal cards	\$253,000 00
<hr/>	
The total number of postal cards issued during the fiscal year ended June 30, 1882, was	351,498,000
Add 15 per cent. for increase.....	52,724,700
<hr/>	
Gives estimated number for year ending June 30, 1883	404,222,700
Add 15 per cent. for increase.....	60,633,405
<hr/>	
Gives estimated number for year ending June 30, 1884	464,856,105
<hr/>	
The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is	\$253,021 17
The appropriation for the present fiscal year is	242,000 00

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent.; and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years, ending on the 30th June, 1885.

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency \$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes \$140,000 00

The registered-package envelopes are large manila envelopes used for inclosing registered letters and other registered matter for safer transmission; the post-office envelopes are for the use of postmasters in

their official correspondence, and the dead-letter envelopes are used for returning letters from the dead-letter office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices therefore afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year.

At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters.....\$1,500 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants.....\$2,000 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35; and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

X.—MISCELLANEOUS.

For miscellaneous items\$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.

Items.	Amount appropriated year ending June 30, 1883.	Estimate for year ending June 30, 1884.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps	\$100,000	\$120,000	\$21,000	19.2+
Postage-stamp agency	8,100	8,100		
Stamped-envelopes and wrappers	547,000	632,000	85,000	15.5+
Stamped envelope agency	16,000	16,000		
Postal cards	242,000	253,000	11,000	4.5+
Postal-card agency	7,800	7,800		
Registered-package, post-office, and dead-letter envelopes	110,000	140,000	30,000	27.2+
Ship, steamboat, and way letters	1,500	1,500		
Engraving, printing, and binding drafts and warrants	1,500	2,000	500	33.3+
Miscellaneous	1,000	1,000		
Total	1,043,400	1,190,900	147,500	14.1+

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
October 23, 1882.

F.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 13, 1882.

SIR: Referring to your letter of the 2d instant, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1884, are as follows:

For transportation of mails	\$350,000 00
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the department for the monthly journal (L'Union Postale) of that bureau	60,000 00
Total	410,000 00

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

Hon. A. D. HAZEN, ••
Third Assistant Postmaster-General.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1882.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1882.

SIR: The past fiscal year was notable for the transaction of a larger amount of business in every division of this bureau than in any preceding year. The number of offices established, the number of cases acted upon, and the number of letters and petitions received, indorsed, answered, and filed were considerably in excess of those of any previous year, and give indication not only of the remarkable development of the country, but of the eagerness with which postal facilities are sought for as the population increases and expands. The disposition of this office to aid the public in granting their requests for new offices, or for enlarged and better opportunities for postal business, has been such that probably less dissatisfaction has been experienced by applicants during the past year than for any other similar period.

The following statements constitute a summary of the work performed in each division of the bureau; but it is well known that no such presentations can convey an accurate idea of the amount of work disposed of, on account of the very large part which would hardly admit of classification:

POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

Number of offices established during the year	3, 166
Number discontinued	1, 447
Increase	1, 719
Number in operation June 30, 1881	44, 512
Number in operation June 30, 1882	46, 231
Number filled by appointment of the President	1, 951
Number filled by appointment of the Postmaster-General	44, 280

Appointments were made during the year—

On resignations and commissions expired	7, 346
On removals	1, 021
On change of name and sites	349
On deaths of postmasters	461
On establishment of new post-offices	3, 166

Total appointments 12, 343

Number of cases acted upon during the year 14, 340

APPOINTMENT DIVISION.

Number of cases of all kinds made up	14,760
Number of cases acted upon affirmatively	14,340
Number of cases declined	525
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices	6,443
Number of circulars of inquiry, &c., mailed	33,755
Number of letters written	3,251
Number of cases referred to other bureaus of the department or to correspondents for information	18,001
Number of Presidential cases acted upon	826
Number of officers placed in charge of sureties on account of death of postmaster or for other causes	226
Number of letters, petitions, and other papers received, indorsed, and filed	116,732
Number of clerks in the division	13

It became necessary during the past year, in consequence of the increase of the business of this division, to enlarge its force by the addition of two clerks, so that its employes now number thirteen. Their salaries have also been so far equalized that, with the exception of the principal clerk and one other, they are all of the third class.

BOND DIVISION.

The increase of work in this division during the past year was uniformly steady, and at the same time indicative in many respects of the prevalence of more intelligence and aptitude for business among those appointed as postmasters. While more bonds were sent out to post-office inspectors for investigation, fewer were returned than last year as insufficient. A smaller number of bonds were also returned to postmasters for correction than for some years; and, though the number of money-order offices established during the year was considerably larger than for any other similar period, greater promptitude in the execution of the necessary papers by the postmasters has never been shown.

The following summary exhibits the principal features of the work performed:

Number of entries made upon the books of the division	49,737
Number of cases received for which appointment and other papers were mailed	14,330
Number of circulars sent calling for the execution of new bonds	1,304
Number of surety circulars sent to chief post-office inspector for report	1,750
Number of blank assistant and clerks' oaths sent by request of postmasters	9,720
Number of new bonds sent by request of postmasters	413
Number of new bonds sent by request of the Third Assistant Postmaster-General for increase of penalty	286
Number of new bonds sent for establishment of new money-order offices	509
Number of circulars sent to sureties who requested to be released from bonds	452
Number of letters received from sureties requesting to be released as bondsmen	452
Number of cases in which post-office inspectors recommend new bonds	80
Number of circulars sent to sureties notifying them of postmasters' failure to deposit or pay contractors	1,379
Number of new bonds received	1,487
Number of reports received from post-office inspectors on validity of bonds	1,675
Number of postmasters', assistant postmasters', and clerks' oaths received, indorsed, and filed	27,540
Number of bonds and oaths returned for correction	2,961
Number of bonds examined and passed for commissions	11,978
Number of bonds filed	12,465
Number of corrections in postmasters' names reported to corresponding clerks	1,025
Number of commissions mailed to postmasters	11,975
Number of letters written	350

Number of cases reported to report clerk	14, 340
Number of established cases reported to Blank Agency	3, 166
Number of Presidential cases for which appointment papers were forwarded..	826
Number of circulars sent to postmasters accompanying new bonds	2, 249
Number of circulars sent calling for the execution and return of new money-order bonds	450
Number of circulars sent for appointments, establishments, change of names, and sites, and discontinuances	22, 408
Number of copies of postal laws and regulations forwarded	3, 957
Number of new bonds sent to postmasters on report of post-office inspectors ..	80
Number of clerks in the division	13

The increased amount of work in this division necessitated a partial rearrangement of the clerical force during the year. The duties of each clerk were made somewhat more specific, and the changes have proved to be very beneficial. The labor of the division is now performed more acceptably than at any previous time, and with more convenience to the clerks of other portions of the department who have occasion to refer to the records of the division.

Accompanying this report will be found tables marked A and B, giving additional information concerning the operations of the appointment and bond divisions.

THE FREE DELIVERY SYSTEM.

This system employed during the year 3,115 letter-carriers in 112 of the principal cities, being an increase of 254 carriers and of 3 free delivery offices, viz: Augusta, Me., Burlington, Vt., and Concord, N. H.

The total amount appropriated (including a special appropriation of \$25,000) was \$2,625,000 against \$2,500,000 for the preceding year. The total cost of the service was \$2,623,262.74, leaving \$1,736.26.

The increased cost of the service as compared with the preceding year was \$123,351.20.

POSTAGE ON LOCAL MATTER.

The aggregate postage on local matter at all the free delivery offices was \$3,816,576.09, being \$542,945.70 more than for the previous year, and \$1,193,316.45 more than the cost of the service; a per centum increase in postage on local matter of 16.50, and 4.93 increase in the cost of the service.

The average cost per piece of handling matter was 2.3 mills, a decrease of one-tenth of a mill as compared with the preceding year. The average cost per carrier (computed on pay of carriers and incidental expenses) was \$835.75, a decrease of \$37.79.

It should be observed in this connection that the expenses are compared with the postage on local matter alone, which constitutes only about 33 per cent. of the matter handled by carriers, and that while frequent deliveries and collections, affording means of speedy receipts and reply to letters, largely increase local correspondence in populous centers, they no doubt increase the number of mail letters as well, for which this service receives no credit. These facilities preclude competition from private enterprises and lead the bulk of correspondence into the post-office. Large private express companies, through which local correspondence was principally carried on in New York and Philadelphia, when this service was established, and for several years afterwards, have been discontinued by reason of the greater and cheaper facilities afforded by this mode of delivery.

While this service meets the general demands of business and social life, it falls short of meeting the urgency required in cases of emergency, and hence has grown up the American Messenger Service in our principal cities, which dispatches letters on the instant by boys employed for the purpose at small compensation. This competition can only be met by using the same means and methods. As these companies are becoming more formidable year by year, and hence it must be assumed that their business is remunerative, it is recommended that steps be taken to procure the necessary legislation, and that the experiment be tried in in one of the large cities. Should it prove successful it may then be extended to other cities.

Additional information concerning the operations of the free delivery division will be found in the table marked C, appended to this report.

SALARY AND ALLOWANCE DIVISION.

BIENNIAL ADJUSTMENT OF THE SALARIES OF PRESIDENTIAL POSTMASTERS.

In accordance with the law the biennial adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, was made upon the basis of the business at their respective offices for the four quarters ended March 31, 1882, the salaries being fixed to take effect from July 1, 1882.

Two thousand and twelve adjustments were made, an increase of two hundred and forty-eight, or 14 per cent., as compared with the previous adjustment.

These returns, coming from postmasters from all parts of the Union, showed a very gratifying and general increase of business, especially in the West and South; and the additional sum necessary to pay the increased salaries of postmasters, including three hundred and thirty-five special adjustments made during the year, amounts to \$563,400, or 18.14 per cent. more than last year.

Work done and amounts allowed in the salary and allowance division during the year.

Items fiscal year 1881-1882.	Number.	Amounts.
Number of letters received	8,806	.....
Number of letters written	7,398	.....
Number of circular letters sent out	13,503	.....
Number of allowances for clerk hire made	2,280	\$3,908 396 00
Number of allowances for clerk hire declined	1,694	.....
Number of allowances for rent, fuel, and light made	499	401,978 04
Number of allowances for rent, fuel, and light declined	171	.....
Number of allowances for miscellaneous items made	3,177	68,594 76
Number of allowances for miscellaneous items declined	855	.....
Number of allowances for furniture made	258	20,718 64
Number of allowances for furniture declined	244	.....
Number of allowances for stationery made	2,628	56,517 23
Number of allowances for stationery declined	918	.....
Number of allowances for advertising, third and fourth quarters of 1882	21	5,990 50
Number of cases sent to chief special agent for information	189	.....
Number of postmasters' salaries readjusted	2,542	*563,400 00
Number of fourth-class offices reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000, exclusive of commissions on money-order business	192	.....
Number of fourth-class offices assigned to the third class	145	.....
Number of cases made special	787	.....
Miscellaneous:		
Discontinued rent	5	910 00
Discontinued clerk hire	17	370 40
Presidential offices relegated to the fourth class	9	.....
Number of lease cases prepared	33	.....
Number of leases in operation	5.3	.....

*Increase as compared with past fiscal year.

Work done and amounts allowed in the salary and allowance division—Continued.

Items fiscal year 1881-1882.	Number.	Amounts.
Miscellaneous.....	29	2,486 13
Rent, light, and fuel.....	26	6,091 00
Furniture.....	8	313 25
Stationery.....	15	131 47
Average number of employes.....	4	

In addition to the above a large amount of routine and special work was performed during the year.

This is one of the most important divisions of this office, and among the duties assigned to it are the supervision and the adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes; the examination of the quarterly returns or accounts of the said postmasters before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the consideration of applications for allowances for clerk hire, rent, fuel, light, stationery, furniture, and miscellaneous expenditures, and also the adjustment and regulation of the salaries and duties of the clerical forces necessary for the proper transaction of the postal business in the larger offices.

I have endeavored during the past year to increase the efficiency of this division, and extend its operations to some details in post-office matters properly within its sphere, but to which attention had not heretofore been systematically directed. This has been particularly the case in the matter of revenues derived from box-rents. I found the method of collecting and accounting for such moneys very imperfect, owing largely to the indifference and carelessness of a large number of postmasters in making returns for the same; and in order to correct this evil a new system has been adopted, which was put into operation July 1 last. Under the new system each postmaster at offices of the first, second, and third classes is furnished with a small book, with necessary blank receipts with stubs to correspond, and when a box or drawer is rented the renter receives a receipt for the amount paid for the same, and the stub, when filled out and returned with the sworn statement of the postmaster at the end of the quarter, serves to show to the Auditor the name of the person renting the box or drawer, the number, and the amount of rent paid for it, and the time for which it was rented. This plan is in my opinion a great improvement upon the old one, and it has already been found to work advantageously both to the patrons of the offices and the department, and therefore an increase in the revenue from this source may reasonably be expected in the near future.

A more difficult matter in this connection I have found to be the perfecting of an arrangement or scheme by which the box-rents at the larger offices shall be adjusted or equalized so as not to do injustice to the patrons nor deprive the department of a proper equivalent for the benefits extended; and I hope, in a short time, to find a solution of the matter which will give satisfaction in each city, and, at the same time, materially contribute to an increase of the receipts from this source. Heretofore this matter has been left to the discretion of the postmasters, with only a partial supervision of the department.

As you well know, a great difficulty has always been experienced in regulating the different allowances, especially for clerical services, in many of the larger offices, so that no injustice would be done to any of

them; and the business of receiving and dispatching the mails would, at the same time, be properly performed.

During the past year, in order to overcome this difficulty, which is greatly increased in consequence of the unexampled growth of postal business at many of these offices, and the consequent necessity for additional allowances for clerk hire in them, you directed the formation of a commission, to be composed of individuals experienced in postal matters, which should visit the post-offices of the principal cities in the North, East, and West, for the purpose of examining, among other things, into their arrangements for the dispatch of business, and also the necessity for present and future allowances for clerical service.

The duties of the commission were performed under my direction, and, it affords me pleasure to state, with the most satisfactory results. The commission found an inequality in the salaries paid in the different offices for the same class of work. It was also found that salaries were fixed with a view to the parties holding positions, and not with a view to the duties and services attaching to the places. In many of these cases the salaries were considered too high; and, in order to do justice to the overworked and underpaid employes, reasonable reduction was recommended, and, in a few cases where places were found to be mere sinecures, they were abolished altogether, the total amount of such reductions in the eight post-offices visited being \$54,530. In many instances, also, the salaries of industrious and valuable employes were increased to correspond with the importance of the work performed by them.

LEASE DESK.

The specific work of the clerk assigned to this desk for the past year may be summarized as follows:

Number of leases prepared	33
Number of letters written	606
Number of cases referred to the chief post-office inspector for investigation and report	88
Number of queries relative to the leasing of buildings for post-offices and stations sent out	38
Number of post-office leases, including leases for stations, in operation in the large cities	313

Much other clerical service was also performed by this clerk, namely, for the salary and allowance division.

LEASES.

In accordance with law no allowance is made for rent except at offices of the first and second classes. Since I took charge of the bureau I have given the matter of leasing buildings for post-offices my most careful attention, and endeavored in every case to procure the most suitable and central buildings, with the best equipments, upon the most favorable terms. I considered this due to the citizens of the communities in which the offices are situated, and also incumbent upon the department as a matter of policy if nothing more; for where the department controls the building, the patrons of the office, of course, expect superior mail facilities, and, as a rule, generally manifest their appreciation of such favors by more liberally patronizing the lock boxes and drawers.

The allowances made for this purpose during the past year were probably greater than for any previous year, as, during that period, at least a dozen buildings have been handsomely and thoroughly fitted up

and leased by the department for post-offices, thus affording, in many instances, accommodations equal to those found in buildings erected and furnished by the government in cities of the same size.

In my opinion the department should encourage the people, where practicable, to offer first-class buildings for post-offices.

DIVISION OF POSTAL LAWS AND REGULATIONS.

The following is a summary of work performed in this division:

Number of letters written to postmasters and to private individuals involving decisions under postal regulations and laws during the past fiscal year	8,541
Number of telegrams ordering the forwarding of letters to office of First Assistant Postmaster-General, where they are to be held pending investigation as to whether the facts would justify their delivery to the writer.	326
Number of newspapers and magazines claiming the right to admission as second-class matter that have been examined and admitted or rejected. .	3,140
Number of rulings made under postal regulations and statutes which were of such general interest to postmasters and the public as to require their publication in the Postal Guide.....	353
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in second-class publications. \$1,733 '55	

This collection was made through the office of the Third Assistant Postmaster-General, upon investigations made in this office.

The increase during the first quarter of the present fiscal year over the corresponding quarter of the preceding year in the correspondence of this office was something over 40 per cent. During the months of January, February, and March last, the correspondence indicated an average of 12,000 letters during the present year. When it is considered that every letter written in this division involves an examination to ascertain exact questions submitted, and the careful preparation of an answer that is in entire conformity with all other rulings which may have been sent to any other postmaster or private individual upon the same subject, some idea may be formed of the labor involved.

The classification of printed matter is one of the most difficult and delicate duties assigned to this division. It is recognized that the law favors the circulation of legitimate newspapers as a means of education, paying for their transportation and distribution largely from the public treasury, but that it is not the policy of the statute to authorize the transportation at the public expense of publications which are intended to promote the general business in which the owners of such publications may be engaged, outside of their legitimate business as publishers. It is also recognized that newspapers cannot exist if deprived of their legitimate local advertising, and that every business which seeks to reach the public through publications whose main purpose is to attract attention to the business interests of the publishers, takes away from the legitimate newspaper this patronage, without which it cannot sustain itself, even aided by the liberality of the government in the matter of transportation. The efforts, therefore, in this office have been persistent in endeavoring to exclude from second-class rates all publications which under the guise of a newspaper are primarily designed for private advertising purposes.

The responsibility which must be assumed in acceding to telegraphic requests from the writers of letters for their return before delivery is no slight matter. Such letters, where the telegraphic request is indorsed by the postmaster at the office of mailing, upon evidence submitted in full, are ordered from the post-office of destination to be forwarded to

this office, where they are held pending the evidence which has been already considered by the local postmaster, and which again passes under careful consideration here before the destination of the letter is determined.

It is believed that the sums of money collected for violation of the law forbidding the inclosure of matter of higher rate in second-class matter has done much to secure compliance with the statute. The sending out of handbills in newspapers is not only a direct violation of the statute, but is believed to deprive the publications in which they are inclosed of much of their legitimate advertising.

A matter of exceeding difficulty is the large number of cases presented, where the same correspondence is claimed by different persons. Such claims are presented where disputes arise as to the legal occupants of an office where an officer of one corporation, having been removed from office or having resigned, has accepted a like position in another corporation; where firms have made assignments with or without special stipulations as to delivery (conditional or unconditional) of their correspondence to their assignees; where receivers have been appointed by courts; where persons of similar names reside in the same locality; where business firms have dissolved, or their assets have been sold under execution. In these and many other cases that might be mentioned, especially where correspondence addressed to banks is thus in dispute, not only the utmost care must be taken to preserve the rights of the parties asserting their claims, but promptness on the part of this office in expressing its opinion becomes essential, the value of the inclosures within the correspondence depending thereon.

The increase of the work of this office is in such a ratio as will render the present corps of clerks entirely unable to successfully and promptly dispose of it.

This large increase in correspondence is due, in my judgment, chiefly to the distribution of the Official Postal Guide monthly to postmasters, and the rulings and instructions thus placed before them have excited an interest in the postal service and secured not only the exercise of enlightened intelligence in the discharge of the duties of their office, but a care to report all failures on the part of other officials. The revenues have been very largely increased by the earnestness of postmasters in collecting the postage fixed by law, and their desire for the proper administration of their offices is exhibited in the constant presentation of new questions as they arise.

There are at present but four clerks in the division, over which the Law Clerk of the department is placed in general charge by direction of the Postmaster-General. I respectfully recommend that there be added to this division a chief, with a salary at least of \$2,250 per annum. There is a class of correspondence which one holding such a position could satisfactorily discharge without special previous training as a lawyer, and it may be possible with such additional force to discharge the duties of this division during the coming year.

It is a satisfaction that, with all the decisions which have been made affecting personal rights and the classification of publications, no postmaster in obeying the instructions issued from this office has involved himself in any legal proceedings.

BLANK AGENCY DIVISION.

No reference was made in my report of last year to the work disposed of in this division, it having been transferred a few months before to

the office of the Postmaster-General. Subsequently the division was restored to this office, and a summary of the labor performed during the fiscal year recently ended is therefore presented.

The work of this division for the past fiscal year was of more than usual magnitude.

The greater part of what is termed "department supplies," i. e., the necessary blanks, paper, twine, letter-balances, and stamps to enable postmasters to make up and forward mails, to record and report the same, as well as to account for the business of the offices to the department and to the Sixth Auditor of the Treasury, are sent from this division.

Of these supplies there were forwarded during the last fiscal year as follows:

Blanks for statements and accounts of postmasters.....	48, 176, 960
Books for records of post-office business.....	82, 793
Facing slips for rating up packages.....	32, 736, 600
Marking and rating stamps of all kinds.....	6, 589
Jute twine (pounds).....	443, 102
Hemp twine (pounds).....	116, 439
Cotton twine (pounds).....	5, 733
Letter balances and scales.....	2, 621
Wrapping-paper (reams).....	13, 821

The total appropriations and expenditures for the above articles for the fiscal year were as follows:

Appropriations.....	\$105, 000 00
Expenditures.....	96, 892 53
Leaving a balance of.....	8, 107 47

Additional information concerning the above expenditures will be found in the tabular statement marked D, and appended to this report.

By the act of Congress dated the 4th of May last, provision was made for supplying all post-offices, the gross receipts of which were less than \$50 per annum, with letter-balances, marking-stamps, ink and pads. This legislation was, at most, a necessity, as this class of offices could not, under the terms of the postal laws and regulations, be furnished with these facilities for business at public expense.

It is expected that more than 7,000 offices will, before the end of the present fiscal year, be thus supplied, and their postmasters will be thereby enabled to make up and dispatch the mails with more accuracy and the government be saved a very considerable sum of money from having the mailable matter emanating from these offices carefully rated up and the stamps upon it properly canceled.

It is recommended in the estimates for this bureau that a sufficient sum of money shall be appropriated for the next fiscal year, not only to furnish all other offices of this grade, estimated to be about 3,000 in number, with these appliances, but that the amount shall also be so large as to admit of extending these benefits to all other offices not now in possession, at department expense, of these facilities.

The accounts of this department for the printing, binding, &c., executed at the Government Printing Office are kept in this division. The appropriation for this work for the last fiscal year was \$150,000, of which amount \$130,582.66 was expended.

It should be stated, however, that the amount above mentioned does not include the cost of the work and material for the printing, binding, &c., of the money-order division of this department, which work is also

done at that establishment, as these items are paid for, as they have been for the past two or three years, out of the surplus funds of the money-order office.

The blank-agency division is also charged with the purchase and distribution of stationery for the department, and with the keeping of the accounts of the same with the disbursing officer.

The amount appropriated for this purpose in the executive, legislative, and judicial act for the last fiscal year was \$9,000, of which amount \$8,956.96 was expended.

The estimate for this item is prepared in this office and addressed to the Postmaster-General, who submits it in connection with estimates for other matters pertaining to the department.

Including the superintendent and assistant superintendent the number of employés of the division is 13.

While it does not seem imperatively necessary, I think it would materially contribute toward harmony of arrangement in this bureau if the title of this division should be changed, and the salary appropriations therefor should be made in the usual way, viz, by classes.

The title is now "the blank agency of the Post-Office Department," and the employés are—

	Per annum.
One superintendent, at	\$1,800
One assistant superintendent, at	1,600
Four assistant superintendents, at, each	1,200
Two assistant superintendents, at, each	900
One clerk, at	1,000
One assistant messenger, at	720
Three laborers at, each	660

In all thirteen.

I have to suggest, and I hope it will meet your approval, that the title of this division be changed to that of the division of postal supplies, and the salary appropriations for it be hereafter made as follows: For superintendent, \$2,250 per annum; one clerk class 4; one clerk class 3; four clerks class 1; one clerk at \$1,000 per annum; two clerks at \$900 per annum; two assistant messengers; three laborers. In all, fifteen employés.

This will be an addition of two employés, one as superintendent, at \$2,250 per annum, and one assistant messenger, and in amount of salaries \$2,970 more than is now appropriated.

This change would, in my opinion, place the division upon a better footing than it is at present, render the bureau more compact, classify all its employés to better advantage, and promote the interest of the service.

LETTER-BOOK CLERKS.

The number of letters recorded during the past year by the two clerks assigned to these desks was 24,444. During the same period the number of papers, references, and circulars directed and mailed by these employés amounted to about 75,000.

PRINCIPAL MESSENGER.

All the mail and express matter for the bureau is received and distributed by this employé. The number of letters, papers, requisitions, and packages opened by him during the last fiscal year amounted to 581,932.

Since I have held my present position I have used every opportunity to inform myself as thoroughly as possible regarding the necessary facilities which should be provided by law for the transaction of business to the greatest advantage to the public. I have sought to find how far the present methods of conducting the business were deficient, and what aid could be afforded by additional legislation.

This office now comprises in its practical operations six divisions. They are the appointment, the bond, the salary and allowance, the free delivery, the blank agency, and postal laws and regulations.

Of these divisions there are three through which disbursements are authorized. The salary and allowance division is charged with the disbursement approximately of \$5,000,000. The free delivery division superintends the disbursement of \$3,500,000. The blank agency has charge of the expenditures for printing, binding, stationery, &c., amounting for the past year to \$325,000.

Of all the six divisions only two of them have chiefs recognized by law. Their designation and salaries are as follows: Superintendent free delivery, \$2,100; superintendent blank agency, \$1,800. The other four divisions (appointment, postal laws and regulations, bond, and salary and allowance) have no head or chief recognized by such a term in the law making appropriation for this office, but the business of these divisions is supervised within this office through a clerk of the fourth class (\$1,800 per annum), who is assigned to such duty by me.

Now, while my experience has satisfied me that the work is performed as accurately and satisfactorily as it can be done under existing law, I am very decidedly of the opinion that it would secure still greater efficiency and intelligence in the administration of the different divisions if Congress were to place the responsibility of the proper performance of the different kinds of clerical labor upon officers designated by law, with salaries advanced above that of the ordinary clerical force of the department, and with duties that could be clearly defined by the head of this office. This personal responsibility, with the feeling that there is a recognition of the special efforts made by such chiefs of divisions, will secure greater earnestness in the discharge of duty, and the proper increase of salary in simple justice to those who are so placed in charge of the various divisions.

These considerations have induced me to urge that you should especially call the attention of Congress to the propriety of reorganizing the office of the First Assistant Postmaster-General, so as to create by law divisions to be known as Appointment, Bond, Postal Laws, and Regulations, and the Salary and Allowance, with salaries to the chiefs of such divisions of \$2,250 per annum, and the salaries of the superintendents of Free Delivery and of what has heretofore been known as the blank agency should be increased to that sum. The latter division, in my judgment, would be more properly designated as the division of post-office supplies. If this latter division were recognized by law as belonging to the office of the First Assistant Postmaster-General, its administration would be regulated by the orders of the head of this office, and the clerical force supplied, promoted, or diminished, as the exigencies of the service required; whereas it now needs the specific authority of Congress for any increase of the clerical or laboring force of the blank agency.

I feel assured that if these recommendations should be adopted by Congress it would result in very great benefit to the public service, by promoting discipline and increasing efficiency in the clerical service, which cannot be fully secured without thorough organization in a department covering so vast an extent of territory, and so intimately

related to the daily life of every citizen, where uniformity of administration is of vital importance. It is essential that the lines marking the duties assigned and fixing the jurisdiction of every division of this office should be so clearly drawn that all correspondence can at once be referred to the division to which the subject-matter is assigned.

There is nothing that produces such irritation in the public mind as a feeling that through the postal service absolute equality of rights and privileges is not accorded to every citizen, and unless the chiefs of each division can be assured that the duties which they are called upon to discharge are clearly and distinctly within their jurisdiction, and that they alone are responsible to the head of the office for their discharge, it is impossible to avoid inharmonious rulings and irregular administration over such a territory as is covered by the postal service.

STATIONERY FOR POST-OFFICES.

Under the present regulations, stationery for use in post-offices of first and second classes is now purchased by postmasters at their offices in such quantities as are supposed to be necessary, without application being made to the department.

The bills for stationery thus purchased by postmasters, if not considered unreasonable, are allowed in this office and approved and passed by the Auditor. As a consequence of this rule, the prices returned for stationery by the different postmasters vary considerably, frequently for similar articles, and the quantities used often seem excessive. The expenditures for this item during the last fiscal year were \$56,517.28, many of the articles being for the use of post-office inspectors and for superintendents of the railway mail service.

The estimate for the same for the next fiscal year, which has been submitted in the regular way, is \$65,000.

The estimate for the department stationery for the next fiscal year will probably be \$15,000.

I think it would be decidedly in the interest of economy to unite the two items; to advertise for bids for the supply of such stationery as is needed for the department and for post-offices, and when procured distribute it only in moderate quantities and not unless applied for. This, in the main, is the present practice, so far as the departmental stationery is concerned.

If this change should be ordered by you, authority would have to be given by Congress for employing three or four more clerks in this office to attend to the increased business; but as the stationery could then be contracted for in large amounts, I have no doubt it would be procured cheaper than by the present method of paying the current retail rates where each postmaster purchases separately.

As it is my desire that the expenses of this bureau should be reduced wherever practicable, I hope the suggestions in regard to this matter will meet your approbation.

In concluding, permit me to say that it is my conviction that the changes which have taken place among the employes in this office during the past year have resulted in material benefit to the service, and that the labor which the clerical force has been called upon to perform, always large, various in character, and requiring promptness and fidelity, has been, on the whole, satisfactorily attended to. Further, I sincerely hope that the foregoing different statements relative to the disposition of the appropriations intrusted to this bureau, the establishment and discontinuance of post-offices, the extension of the free delivery service,

the benefit derived from the postal commission, and the various other matters referred to, will convince you that the duties devolving upon me have been performed with a desire on my part to deal fairly and justly with all sections of the country.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

A.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1882.

States and Territories.	Number of Presidential post-offices June 30, 1881.	Number of Presidential post-offices June 30, 1882.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money-order post-offices June 30, 1882.	Number of money-order post-office stations.
Alabama	18	19	1		1	3	15	1,241	67	
Alaska								4		
Arizona	6	6				3	3	109	7	
Arkansas	9	12	3		1	3	8	968	77	
California	51	52	1		3	15	34	895	134	4
Colorado	29	35	6		2	11	22	403	55	
Connecticut	48	49	1		3	12	34	411	63	
Dakota	11	11				6	5	526	37	
Delaware	6	6				1	5	111	15	
District of Columbia	1	1			1			4	1	2
Florida	7	8	1			2	6	384	31	
Georgia	26	27	1		3	3	21	1,208	83	
Idaho	2	2				1	1	128	15	
Illinois	170	170			5	32	133	1,905	496	7
Indiana	78	80	2		5	13	62	1,655	246	
Indian Territory								110	4	
Iowa	107	109	2		4	22	83	1,445	389	1
Kansas	65	69	4		2	11	56	1,494	224	1
Kentucky	28	30	2		1	9	20	1,490	90	
Louisiana	10	10			1	2	7	509	46	
Maine	30	30			2	8	20	928	102	
Maryland	16	18	2		1	2	15	731	53	
Massachusetts	107	112	5		6	31	75	659	156	
Michigan	91	97	6		3	29	65	1,882	290	13
Minnesota	41	42	1		2	8	32	983	141	
Mississippi	19	21	2			3	18	780	80	
Missouri	51	58	7		3	6	49	1,806	216	3
Montana	9	10	1			3	7	175	15	
Nebraska	32	34	2		1	4	29	807	123	
Nevada	10	11	1			6	5	121	18	
New Hampshire	28	29	1			6	22	450	69	
New Jersey	52	55	3		2	12	41	657	76	1
New Mexico	4	4				1	3	168	10	
New York	192	197	5		11	40	146	2,645	392	18
North Carolina	15	16	1			3	13	1,574	88	
Ohio	120	125	5		7	29	89	2,417	371	3
Oregon	9	9			1	2	6	388	46	
Pennsylvania	137	144	7		3	31	110	3,452	301	9
Rhode Island	11	11			1	4	6	110	16	
South Carolina	14	14			1	1	12	721	47	
Tennessee	19	20	1		3	3	15	1,005	96	
Texas	50	54	4		3	13	38	1,384	169	
Utah	4	6	2			2	4	212	17	
Vermont	22	24	2			6	18	474	83	
Virginia	25	26	1		3	4	19	1,517	90	
Washington	6	8	2			1	7	374	16	
West Virginia	9	10	1			1	9	982	49	
Wisconsin	64	66	2		1	20	45	1,538	216	
Wyoming	4	4				2	2	77	10	
Total	1,863	1,951	88		85	430	1,436	44,280	5,436	62

OPERATIONS OF APPOINTMENT DIVISION.

—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1882; also statement of the number of post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase or decrease.

States and Territories.	Post-offices.			Postmasters.				Total number of cases.	Whole number of post-offices June 30, 1881.	Whole number of post-offices June 30, 1882.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.					
Alabama	101	57	9	1	238	17	8	430	1,216	1,260	44	
Alaska	1		1		2			4	3	4	1	
Arizona	16	14	7	3	41	8	1	82	113	115	2	
Arkansas	92	80	34	12	236	40	13	495	968	980	12	
California	71	38	9	3	125	12	15	268	912	947	35	
Colorado	88	43	17	2	123	6	2	279	393	438	45	
Connecticut	6				47	2	8	63	454	460	6	
Dakota	144	41	47	16	89	19	1	341	434	537	103	
Delaware	4				3	4	1	12	113	117	4	
District of Columbia					2	1	1	4	5	5		
Florida	58	34	7	3	70	12	8	189	368	392	24	
Georgia	118	40	22	5	257	14	12	468	1,157	1,235	78	
Idaho	29	11			28	3	2	73	112	130	18	
Illinois	59	28	26	6	317	48	17	495	2,044	2,075	31	
Indiana	84	33	17	7	341	45	14	534	1,684	1,735	51	
Indian Territory	24	5	2	2	38	1	2	72	91	110	19	
Iowa	103	61	50	10	303	51	16	584	1,512	1,554	42	
Kansas	114	102	99	63	333	25	10	693	1,551	1,563	12	
Kentucky	135	39	27	5	331	26	14	572	1,414	1,510	96	
Louisiana	54	25	11	6	104	19	4	217	490	519	29	
Maine	20	10	1		60	16	10	117	946	956	10	
Maryland	46	11	6	3	93	10	12	178	714	749	35	
Massachusetts	13	3	4	1	62	2	12	96	761	771	10	
Michigan	93	39	37	25	231	28	14	442	1,425	1,479	54	
Minnesota	56	45	43	21	172	11	8	335	1,014	1,025	11	
Mississippi	62	33	9	8	125	31	9	269	752	781	29	
Missouri	134	59	41	14	387	79	24	724	1,789	1,864	75	
Montana	50	21	4	2	39	3	2	119	156	185	29	
Nebraska	65	44	56	34	174	22	7	368	830	841	21	
Nevada	19	8	1	1	28	2	2	60	121	132	11	
New Hampshire	18	2	3	1	30	10	10	73	463	479	16	
New Jersey	23	2	8	2	64	9	12	118	691	712	21	
New Mexico	50	26	8	2	55	6		145	148	172	24	
New York	73	19	24	6	234	56	32	438	2,988	3,042	54	
North Carolina	138	55	27	2	204	24	19	467	1,507	1,590	83	
Ohio	104	35	23	6	376	38	22	598	2,473	2,542	69	
Oregon	41	17	12	6	72	6	5	153	373	397	24	
Pennsylvania	117	26	33	14	399	38	32	645	3,505	3,596	91	
Rhode Island	3				13	1	5	22	118	121	3	
South Carolina	75	32	20	5	113	20	6	266	692	735	43	
Tennessee	144	43	22	7	309	26	9	533	1,524	1,625	101	
Texas	154	80	28	7	353	27	12	654	1,364	1,438	74	
Utah	12	19	6	2	33	22	4	96	225	218	7	
Vermont	2	1	4	1	42	3	6	58	497	498		
Virginia	106	54	20	5	244	143	14	581	1,791	1,843	52	
Washington	43	15	9	5	50	6	1	124	254	282	28	
West Virginia	119	41	24	8	157	19	8	368	914	992	78	
Wisconsin	76	45	38	21	176	15	14	364	1,368	1,399	31	
Wyoming	9	13	3	1	23		1	49	85	81	4	
Total	3,166	1,447	899	349	7,346	1,021	461	14,340	44,512	46,231	1,730	11

C.—Statement of the operations of the free-delivery

Post-offices.	Carriers in service June 30, 1882.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	5	528,442	192,675	41,528	38,837	2,532	477,474
Albany, N. Y.	30	2,719,591	580,046	328,111	298,241	10,090	1,503,923
Allegheny, Pa.	12	1,199,096	310,488	211,683	150,853	8,920	1,063,867
Atlanta, Ga.	10	1,638,088	466,903	133,903	152,550	26,093	1,347,348
Auburn, N. Y.	6	661,510	185,368	92,048	33,865	2,851	434,943
Augusta, Ga.	6	380,048	148,694	36,362	24,177	6,485	293,484
Augusta, Me.*	4	458,045	143,020	14,485	8,494	21,317	129,739
Baltimore, Md.	93	6,896,235	1,664,639	1,473,743	1,392,170	52,125	3,669,940
Bangor, Me.	4	306,633	78,042	25,237	13,070	2,800	191,234
Bloomington, Ill.	6	547,385	206,324	37,619	45,563	4,676	468,571
Boston, Mass.	217	15,719,649	4,537,958	6,988,975	4,078,109	95,008	10,117,756
Bridgeport, Conn.	7	439,810	118,619	68,654	41,149	2,377	356,013
Brooklyn, N. Y.	127	7,573,894	2,025,920	2,365,712	1,865,772	46,133	5,150,305
Buffalo, N. Y.	38	5,093,920	853,684	801,738	755,199	39,511	3,871,496
Burlington, Iowa	7	918,367	172,589	108,107	108,513	9,190	608,847
Burlington, Vt.*	4	405,881	126,662	45,086	12,706	3,801	310,526
Camden, N. J.	8	545,779	200,884	71,972	73,455	3,041	464,483
Charleston, S. C.	9	873,636	263,927	92,502	102,903	10,852	455,304
Chicago, Ill.	221	30,918,259	6,585,498	6,784,935	4,269,874	305,250	7,225,471
Cincinnati, Ohio	90	8,985,270	1,710,100	1,995,800	1,488,000	61,797	4,052,280
Cleveland, Ohio	41	5,532,063	1,599,659	989,769	579,346	62,303	3,162,865
Columbus, Ohio	16	1,807,184	564,869	154,068	127,648	14,947	1,282,529
Concord, N. H.*	4	449,905	130,873	24,240	19,255	2,711	283,219
Covington, Ky.	6	363,253	114,452	25,630	25,045	2,356	254,961
Dallas, Tex.	5	439,200	111,187	26,909	30,223	1,693	207,650
Davenport, Iowa.	8	892,262	233,064	58,709	50,062	4,806	585,911
Dayton, Ohio	13	1,470,849	451,904	206,806	143,661	12,788	984,581
Denver, Colo.	13	1,908,467	438,922	304,424	200,076	9,957	1,175,493
Des Moines, Iowa.	9	1,696,949	577,791	153,003	126,012	11,964	1,039,772
Detroit, Mich.	36	6,153,244	1,406,306	849,574	463,229	70,792	2,812,959
Dubuque, Iowa	7	655,688	211,099	53,580	44,322	6,993	518,501
Easton, Pa.	7	682,499	171,817	65,655	53,028	2,554	421,671
Elizabeth, N. J.	7	681,033	137,518	118,874	54,282	2,024	662,992
Elmira, N. Y.	8	1,085,832	321,025	76,191	50,776	7,621	471,777
Erie, Pa.	8	1,227,821	154,237	103,545	101,640	1,618	796,947
Evansville, Ind.	8	874,175	310,286	34,972	65,706	7,862	722,351
Fall River, Mass.	8	518,622	78,061	73,956	61,205	1,041	611,146
Fort Wayne, Ind.	8	805,482	118,856	78,586	69,071	5,095	696,905
Galveston, Tex.	9	1,211,867	199,379	45,362	26,887	11,859	444,313
Grand Rapids, Mich.	12	1,637,467	504,680	220,583	141,396	13,871	1,135,075
Harrisburg, Pa.	7	600,844	219,720	80,475	70,659	3,601	1,025,741
Hartford, Conn.	13	1,105,295	298,990	293,327	166,907	5,194	1,072,918
Hoboken, N. J.	5	338,965	100,815	32,744	42,428	2,113	156,779
Houston, Tex.	5	441,874	104,161	46,062	22,933	5,451	296,697
Indianapolis, Ind.	30	3,367,230	964,732	362,793	432,157	23,465	1,926,502
Jackson, Mich.	5	558,734	198,744	38,055	34,842	2,624	578,742
Jersey City, N. J.	26	1,428,297	365,931	210,126	192,749	7,381	814,832
Kansas City, Mo.	23	3,770,179	1,056,827	312,914	218,827	42,757	1,585,762
La Fayette, Ind.	5	458,488	168,801	37,827	21,994	3,187	404,089
Lancaster, Pa.	7	654,212	173,511	43,284	40,171	2,698	415,100
Lawrence, Mass.	9	789,198	99,546	81,632	94,386	1,832	765,896
Leadville, Colo.	5	615,751	44,816	25,333	17,799	2,076	189,944
Leavenworth, Kans.	6	511,401	107,682	19,094	18,389	2,487	433,566
Little Rock, Ark.	5	539,254	134,008	72,883	63,305	5,159	237,410
Louisville, Ky.	34	4,446,800	1,090,904	512,732	607,238	49,910	2,300,958
Lowell, Mass.	12	969,679	209,799	108,144	80,325	3,187	586,196
Lynn, Mass.	11	814,878	242,205	66,850	104,929	1,498	543,803
Macon, Ga.	5	518,507	217,443	22,833	19,837	8,169	361,993
Manchester, N. H.	7	657,044	185,787	35,175	52,320	2,972	506,015
Mansfield, Ohio	4	369,956	142,207	24,742	10,533	4,407	270,614
Memphis, Tenn.	13	1,518,865	232,555	125,390	140,012	19,274	517,095
Meriden, Conn.	5	177,700	43,399	81,917	24,158	797	131,763
Milwaukee, Wis.	34	4,502,612	738,644	700,663	589,869	36,749	1,887,265
Minneapolis, Minn.	18	1,619,330	333,539	200,892	139,186	10,719	1,163,414
Mobile, Ala.	6	394,358	97,238	47,340	43,379	5,069	563,436
Nashville, Tenn.	14	1,565,134	469,820	124,830	154,801	23,808	1,218,437
Newark, N. J.	30	2,536,584	731,068	555,642	429,764	14,671	1,380,515
New Bedford, Mass.	8	759,427	143,468	87,633	42,742	1,705	513,652
New Haven, Conn.	19	1,448,229	286,801	323,803	175,525	8,197	1,350,554
New Orleans, La.	50	2,168,892	354,204	376,917	380,113	39,243	1,573,136
New York, N. Y.	543	53,571,667	11,391,452	32,993,469	13,420,710	523,559	17,800,616
Norfolk, Va.	7	678,202	239,754	66,183	66,856	3,383	442,453

* Established July 1, 1881.

OPERATIONS OF FREE-DELIVERY SYSTEM.

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system for the fiscal year ended June 30, 1882.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.	
412,955	152,133	131,106	1,977,682	395,536	31,259.95	1.7	\$671.99	\$1,765.71
1,745,021	583,314	237,351	7,968,268	266,209	27,041.53	3.4	901.88	10,969.47
723,702	245,818	128,947	4,045,374	337,114	9,345.03	2.3	778.75	9,313.54
795,028	357,021	99,850	5,015,393	501,539	6,937.47	1.4	682.75	6,880.06
469,454	153,077	51,025	2,114,141	352,157	4,774.44	2.3	795.74	2,495.04
245,506	100,175	30,257	1,278,988	212,831	4,453.78	3.5	742.80	1,926.90
518,209	91,462	30,051	1,214,812	302,703	2,630.87	2.2	650.97	717.62
12,170,818	2,847,861	328,128	80,495,159	327,905	76,861.11	2.5	825.52	50,675.20
302,505	151,567	40,266	1,201,156	800,289	3,400.00	2.8	850.00	1,423.86
815,255	150,987	161,426	1,937,958	822,993	5,144.59	2.6	857.43	1,540.52
24,803,534	9,544,543	6,503,828	82,389,780	379,876	183,287.51	2.5	853.77	288,049.13
777,557	84,553	29,501	1,418,228	202,505	5,639.11	3.3	805.59	3,900.54
6,508,271	2,858,750	964,397	29,432,154	231,773	104,285.76	3.5	821.15	190,533.54
3,773,118	1,705,007	545,059	17,443,727	459,045	35,247.02	2	930.18	26,805.98
567,168	186,840	137,066	2,816,137	402,905	5,080.96	2.2	812.99	3,464.06
321,489	102,740	135,625	1,464,446	365,111	2,243.37	1.8	682.09	1,475.89
379,868	100,862	53,026	1,822,940	226,817	5,921.80	3.1	740.22	2,405.16
40,191,982	284,418	92,685	2,847,719	816,413	7,180.64	2.5	795.63	3,496.75
10,842,688	7,711,940	114,832,007	114,832,007	519,802	187,160.00	1.6	848.35	283,716.43
5,456,120	2,000,930	27,285,207	27,285,207	303,169	75,580.28	2.7	839.78	81,891.28
4,087,908	1,635,485	687,578	18,286,976	446,024	36,861.21	2	801.73	50,727.45
1,013,997	475,057	158,464	5,578,308	845,706	12,374.62	2.2	767.19	6,288.40
282,641	107,513	59,959	1,380,816	340,079	4,732.21	2.2	676.20	1,400.01
202,927	71,887	49,199	1,108,700	184,950	4,352.21	4.2	775.37	1,908.10
298,578	113,842	48,927	1,273,379	250,876	4,264.08	3.3	852.82	2,313.13
445,185	177,128	55,063	2,502,810	812,851	6,829.12	2.7	853.64	2,415.00
944,171	465,709	376,688	5,007,187	868,166	10,281.35	2.2	834.78	6,309.57
1,209,632	296,901	227,524	5,771,886	443,953	9,361.94	1.6	710.14	12,722.21
953,817	543,397	225,092	5,347,897	594,211	7,061.94	1.3	773.55	5,112.96
2,069,935	858,355	345,612	15,630,026	434,167	33,154.07	2.1	920.95	27,995.11
591,049	285,132	69,020	2,405,890	343,927	5,444.61	2.3	778.57	1,723.82
451,976	193,125	293,827	2,339,150	394,164	5,744.61	2.4	820.06	3,045.98
359,124	122,766	97,959	2,196,572	315,796	5,336.78	2.2	782.40	3,121.81
407,067	178,509	60,558	2,659,127	332,891	5,835.43	2.2	731.83	2,336.97
423,446	171,866	50,472	3,081,590	378,949	6,787.83	2.2	848.48	4,064.10
488,677	251,996	83,477	2,839,702	354,963	6,043.92	2.3	830.49	1,711.00
267,661	60,706	60,542	1,752,942	219,118	5,542.42	3.2	692.80	2,575.77
508,306	178,170	48,769	2,475,190	809,899	6,345.37	2.6	747.17	3,206.03
720,394	293,112	97,629	3,050,802	395,178	6,128.03	2	680.65	2,168.18
1,485,327	489,950	209,016	5,787,365	488,280	8,120.11	1.4	877.18	6,552.46
294,294	116,864	21,443	2,378,081	339,012	5,400.00	2.3	771.45	2,787.68
700,517	190,884	650,065	4,483,677	844,896	9,713.48	2.3	747.19	11,150.13
152,991	80,586	11,136	917,457	183,491	3,492.68	3.8	696.54	1,272.81
127,792	30,987	12,273	1,088,880	217,776	4,741.70	4.4	848.84	1,750.97
2,125,168	845,481	320,961	10,368,489	345,616	28,857.28	2.8	961.91	11,573.41
281,576	130,712	37,018	1,861,047	372,209	3,977.26	2.1	795.45	1,539.72
951,477	347,845	151,734	4,469,872	171,618	21,478.80	4.8	826.11	7,402.44
1,635,621	698,006	411,156	9,726,249	422,890	10,506.55	1.7	717.68	12,658.59
280,978	130,422	40,897	1,548,683	309,357	4,251.30	2.8	850.26	1,399.61
195,419	80,861	16,658	1,624,914	212,131	4,930.46	3.3	704.35	1,531.34
839,539	122,228	101,002	2,895,560	621,729	7,927.11	2.7	890.79	2,757.73
174,850	28,881	31,721	1,181,271	226,254	4,285.05	3.8	857.01	1,253.63
497,669	109,424	83,068	1,782,780	297,130	3,693.20	2.1	815.53	2,589.75
1,044,099	156,711	39,831	1,662,180	332,432	4,259.95	2.5	851.99	2,914.25
2,908,890	1,118,918	544,707	13,578,847	399,877	81,007.98	2.3	912.00	23,093.59
618,469	174,796	67,612	2,898,207	236,517	9,128.59	3.2	760.22	4,943.20
523,549	227,088	58,683	2,593,433	234,862	8,120.87	3.1	738.26	8,101.67
470,412	254,030	77,344	1,950,568	390,114	3,372.80	1.7	874.56	1,026.38
308,797	110,738	23,481	1,942,329	277,475	5,067.55	2.6	723.94	1,596.92
213,511	94,579	27,626	1,158,175	289,544	11,068.96	2.2	827.24	1,245.93
634,674	225,987	96,793	3,510,155	270,012	11,068.00	3.1	851.88	4,012.87
56,477	25,070	5,913	500,194	100,089	3,400.00	6.8	680.00	3,727.41
2,995,123	809,876	355,868	12,019,268	353,508	30,148.04	2.5	898.71	22,105.06
1,053,921	327,413	116,906	4,965,320	275,851	12,321.69	2.5	864.54	5,683.52
388,478	98,072	170,164	1,802,534	300,422	5,114.19	2.8	852.86	2,038.16
621,629	256,890	110,618	4,545,957	624,711	9,610.68	2.1	815.05	5,273.24
1,506,508	619,845	191,979	7,966,076	265,596	25,294.61	3.2	842.82	16,924.06
410,519	126,613	29,228	2,114,987	264,378	7,115.91	3.6	889.49	2,573.29
978,880	308,703	164,270	4,943,962	260,208	16,492.10	3.3	868.09	15,749.59
2,690,421	865,508	937,837	9,376,171	187,523	44,834.64	4.8	896.08	22,521.51
74,948,429	19,745,512	4,745,512	238,518,203	439,260	457,796.41	1.9	843.27	1,620,667.85
757,626	388,866	110,990	2,754,313	393,473	5,509.00	2	787.00	3,141.96

C.—Statement of the operations of the free-delivery

Post-offices.	Carriers in service June 30, 1882.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Oakland, Cal.	10	762, 739	117, 016	63, 406	72, 894	2, 961	597, 034
Omaha, Nebr.	12	1, 310, 460	260, 163	160, 080	121, 045	9, 906	1, 014, 755
Oswego, N. Y.	6	500, 989	130, 290	38, 540	25, 154	3, 309	303, 097
Paterson, N. J.	10	765, 731	119, 384	92, 548	68, 108	3, 491	1, 003, 565
Peoria, Ill.	9	862, 581	256, 354	56, 202	53, 226	5, 407	592, 414
Petersburgh, Va.	6	500, 173	174, 427	20, 671	27, 358	4, 748	377, 605
Philadelphia, Pa.	334	24, 578, 438	7, 137, 806	15, 939, 904	7, 951, 083	182, 215	18, 851, 616
Pittsburgh, Pa.	38	3, 545, 988	916, 579	1, 005, 934	558, 004	25, 547	2, 087, 511
Portland, Me.	10	783, 298	240, 765	78, 681	87, 684	5, 007	860, 738
Portland, Oreg.	5	296, 834	45, 356	40, 591	22, 083	3, 419	269, 292
Pottsville, Pa.	4	311, 342	102, 916	33, 468	14, 553	4, 487	489, 908
Poughkeepsie, N. Y.	7	668, 792	131, 706	63, 918	43, 663	2, 624	545, 296
Providence, R. I.	31	1, 709, 263	463, 953	439, 228	237, 014	7, 027	1, 195, 497
Quincy, Ill.	8	950, 856	281, 294	50, 961	68, 551	8, 857	578, 239
Reading, Pa.	10	882, 750	246, 304	93, 050	83, 412	3, 742	609, 213
Richmond, Ind.	6	450, 371	180, 646	32, 455	13, 790	2, 809	350, 443
Richmond, Va.	18	1, 588, 664	522, 094	153, 892	147, 120	19, 215	746, 552
Rochester, N. Y.	29	3, 424, 404	630, 013	465, 261	436, 530	14, 800	1, 972, 976
Sacramento City, Cal.	5	339, 523	58, 841	26, 545	25, 417	2, 274	247, 495
Saint Joseph, Mo.	10	1, 302, 816	386, 270	162, 896	120, 386	13, 623	1, 074, 418
Saint Louis, Mo.	128	13, 729, 777	3, 167, 070	2, 591, 303	1, 995, 538	162, 074	5, 697, 067
Saint Paul, Minn.	20	2, 289, 274	578, 913	214, 151	131, 009	31, 526	1, 391, 261
Salem, Mass.	7	406, 161	125, 698	58, 046	49, 834	1, 021	499, 686
San Francisco, Cal.	68	5, 072, 246	601, 453	2, 209, 969	1, 388, 170	70, 554	3, 064, 567
Savannah, Ga.	8	606, 067	186, 212	84, 702	70, 729	8, 040	345, 053
Springfield, Ill.	7	609, 057	196, 781	38, 162	34, 772	4, 509	549, 741
Springfield, Mass.	8	822, 036	260, 446	111, 224	62, 955	3, 295	469, 414
Springfield, Ohio.	7	579, 839	232, 245	51, 731	30, 919	12, 563	524, 591
Syracuse, N. Y.	20	2, 397, 344	460, 316	281, 705	228, 082	11, 053	1, 215, 343
Terre Haute, Ind.	8	755, 131	287, 863	58, 814	53, 263	6, 446	649, 624
Toledo, Ohio.	15	2, 059, 207	389, 338	160, 147	150, 481	14, 710	834, 494
Topeka, Kans.	6	984, 332	228, 790	113, 536	75, 971	6, 506	704, 132
Trenton, N. J.	8	510, 029	134, 273	55, 814	40, 763	2, 030	391, 291
Troy, N. Y.	18	2, 463, 431	587, 329	422, 012	250, 282	6, 054	1, 299, 715
Utica, N. Y.	12	1, 238, 219	394, 108	131, 040	71, 668	7, 484	699, 205
Washington, D. C.	61	3, 990, 180	801, 806	680, 758	459, 285	27, 271	3, 011, 351
Wheeling, W. Va.	10	796, 611	273, 325	55, 873	51, 970	6, 778	531, 778
Wilmington, Del.	10	680, 574	209, 892	153, 858	114, 315	3, 335	559, 692
Worcester, Mass.	13	917, 854	241, 206	146, 563	147, 180	3, 446	725, 361
Zanesville, Ohio.	5	397, 022	157, 395	25, 055	20, 752	4, 026	355, 480

Total 3, 115 298, 266, 739 71, 481, 742 90, 002, 317 50, 923, 724 2, 552, 894 160, 794, 706
Amount paid post-office inspectors on free-delivery service

Total

OPERATIONS OF FREE-DELIVERY SYSTEM.

45

system for the fiscal year ended June 30, 1882—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postalcards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.	
497,985	119,230	82,117	2,315,382	231,538	\$7,042 41	3.3	\$764 24	\$2,357 85
474,985	273,918	77,077	3,702,868	308,531	8,937 49	2.4	761 46	7,620 86
330,256	124,069	50,385	1,506,088	251,015	5,116 17	3.4	852 08	1,118 47
415,126	156,128	105,392	2,728,473	272,947	7,146 51	2.6	714 65	3,534 26
727,627	232,227	122,369	2,908,347	325,150	7,179 88	2.5	797 71	2,404 91
581,685	213,301	33,740	1,683,908	280,651	4,671 72	2.8	778 62	962 06
43,303,891	16,291,112	10,669,304	144,894,869	433,617	283,688 77	2	879 84	488,077 80
2,623,389	937,852	355,236	12,056,040	317,264	38,987 25	2.8	899 14	32,524 00
973,491	377,255	173,943	3,582,862	358,286	8,500 80	2.4	850 08	5,233 48
512,687	92,906	49,747	1,333,175	206,635	4,608 75	3.4	901 75	2,446 51
173,632	80,069	162,243	1,374,618	343,654	3,400 00	2.5	850 00	2,972 86
687,090	147,692	110,236	2,401,617	343,088	5,971 95	2.5	853 14	2,297 88
1,568,892	490,664	171,836	6,277,874	202,512	26,412 43	4.2	852 68	28,623 83
448,856	212,935	41,137	2,651,686	331,461	6,732 87	2.5	841 61	2,129 42
439,751	223,854	52,144	2,634,220	268,422	8,491 39	3.3	849 14	3,817 00
296,550	121,733	108,116	1,587,913	261,319	3,530 84	2.2	588 49	1,890 01
966,885	389,065	131,573	4,664,060	359,114	14,460 08	3.1	803 34	5,153 04
1,792,810	541,690	282,058	9,960,537	343,467	24,385 51	2.4	840 88	16,036 92
286,421	57,392	31,538	1,077,446	215,489	4,770 96	4.4	954 19	1,589 97
1,682,629	405,889	184,096	4,682,223	468,222	7,610 27	1.7	761 03	5,321 71
8,894,219	3,275,924	2,252,377	41,665,248	825,510	119,647 59	2.9	984 73	94,561 43
1,762,185	546,985	171,993	7,117,297	355,865	13,953 25	1.9	697 66	8,191 66
902,619	94,125	65,147	1,600,317	228,617	5,239 13	3.3	748 45	1,971 24
7,453,551	1,639,282	1,546,621	23,046,513	365,822	61,650 81	2.7	906 68	61,920 47
695,245	199,917	91,924	2,197,889	274,796	5,900 00	2.2	737 50	6,457 74
255,062	127,945	55,976	1,872,025	267,432	5,230 05	2.3	747 15	1,757 88
417,710	147,391	55,118	2,349,589	293,699	6,802 10	3	850 26	5,092 30
208,896	94,408	28,951	1,763,615	251,945	5,192 75	8	741 82	2,472 26
999,069	403,674	156,762	6,153,348	307,667	15,263 58	2.5	763 18	8,496 40
641,512	354,063	236,450	3,043,166	390,396	6,356 15	2.9	794 52	2,462 10
1,295,738	553,067	302,909	5,800,991	896,733	12,965 85	2.3	863 72	5,533 34
696,696	216,867	65,509	3,032,339	505,390	4,498 88	1.5	783 81	8,905 05
480,646	36,091	28,741	1,659,478	207,435	5,528 21	3.3	691 08	3,990 61
2,050,080	621,301	573,918	8,283,123	460,173	13,973 81	1.7	776 32	11,483 06
963,148	406,139	128,680	4,087,691	336,474	10,286 26	2.5	857 19	4,180 71
2,996,526	887,459	674,841	13,528,458	221,777	48,477 99	8.6	794 73	26,771 96
716,014	368,737	105,494	2,904,520	280,652	6,063 43	2.4	696 34	2,529 73
471,940	195,628	31,061	2,620,335	262,031	8,562 53	3.3	856 25	4,746 68
499,549	194,887	43,558	2,919,104	234,546	10,948 96	3.7	843 23	6,719 90
295,991	157,006	107,102	1,519,829	305,968	3,496 62	2.3	693 92	1,131 68
306,852,819	99,421,132	61,722,814	1,143,518,887	367,455	2,617,574 56	2.3	835 75	3,816,576 09
					5,688 18			
					2,623,262 74			

REPORT OF THE POSTMASTER-GENERAL.

—Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1882, by D. W. Rhodes, superintendent blank agency, Post Office Department.

RECEIVED.

[illegible]

ISSUED.

Date.	Stamps.								Twines.			Balances.					Paper, Reams.		
	Hours, No. 1.	No. 1.	Octg.	No. 2.	Nme.	Mals.	Steel-type.	Metal-type.	Jute.	Hemp.	Cotton.	8 ounces.	4 pounds.	62 pounds.	240 pounds.	600 pounds.	Hard. hds.	20 x 25.	26 x 40.
April 5									39,535	10,908	1,185	164	28	6	1			1,009	64
May 8	70	203	41	310	162	200	1,802	720	39,536	10,909	1,059	164	30	7	1		1	1,010	65
June 1	18																		
									39,525	10,908	3,489	166	28	6	4			1,009	64
Balance	70	167	393	287	81	200	516	720									22		
	126	157	14	271	1	280	720										4		
									16,000	8,404	4,724	315						150	12
									134,576	41,129	10,467	809	86	19	6		27	3,178	265

D.—Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1882—Continued.

TOTAL AMOUNT OF DISBURSEMENTS FOR THE YEAR 1881-'82.

Quarter.	Stamps.						Twines.			Balances.						Paper, reams.			
	Hours, No. 1.	No. 1.	Octg.	No. 2.	None.	Mals.	Steel-type.	Metal-type.	Jute.	Hemp.	Cotton.	8 ounces.	4 pounds.	62 pounds.	240 pounds.	600 pounds.	Bard. hds.	20 × 25.	26 × 40.
First.....	156	211	83	310	79	640	.....	635	88,022	24,191	.....	739	178	11	5	3	27	2,809	85
Second.....	83	105	31	237	87	.....	.....	1,075	108,167	24,579	.....	358	85	4	4	2	17	3,535	114
Third.....	291	440	79	532	106	68	.....	9,670	128,837	34,944	.....	530	84	4	4	5	13	4,003	54
Fourth.....	284	527	448	868	244	680	1,518	2,160	118,576	32,725	5,733	494	86	19	6	.....	27	3,028	183
Total.....	814	1,283	641	1,947	516	1,388	1,818	13,580	443,102	116,439	5,733	2,121	433	38	19	10	84	13,375	446

Statement of the different sums appropriated and expended for supplies, on account of the blank agency, Post-Office Department, during the fiscal year 1881-'82.

	Appropriation.	Expended.	Balance.
Wrapping-paper	\$20,000	\$19,993 59	\$6 41
Jute twine		34,646 06	
Hemp twine		12,786 00	
Cotton twine	55,000	5,322 58	2,245 36
Balances and scales	10,000	10,000 00	
Marking stamps	15,000	14,016 25	983 75
Total	100,000	96,764 48	3,235 52
Post-Office printing and binding	150,000	130,582 66	19,417 34
Stationery	9,000	8,956 96	43 04
	259,000	236,304 10	22,695 90

Amount of blanks, books, and facing-slips issued by the blank agency during the year ending June 30, 1882.

Quarter.	Blanks.	Books.	Facing-slips.
First	10,781,350	18,984	10,167,600
Second	11,301,500	21,037	7,216,000
Third	15,500,500	25,679	7,216,000
Fourth	10,593,600	17,093	8,137,000
Total	48,176,950	82,793	32,736,600

D. W. RHODES,
Superintendent.

REPORT OF THE POSTMASTER-GENERAL

E.—Estimates for the fiscal year ending June 30, 1884, for the office of the First Assistant Postmaster-General.

Items.	Expenditures for 1880-81.	Appropriations for 1881-82.	Expenditures for 1881-82.	Increase of expenditures in 1881-82 over 1880-81.	Estimates for 1882-83.	Appropriations for 1882-83.	Estimates for 1883-84.	Increase of expenditures for 1883-84 over appropriations for 1882-83.
For compensation to postmasters	\$5,286,742 79	\$7,800,000 00	\$5,964,676 72	\$665,823 93	\$7,800,000 00	\$5,800,000 00	\$10,124,091 25	\$1,324,091 25
Same, per act of August 5, 1882, deficiency		1,192,206 88						
For clerks in post-offices	3,676,756 22	3,850,000 00	3,908,396 60	231,640 38	4,235,000 00	4,385,000 00	4,850,000 00	465,000 00
Same, per act of March 6, 1882, additional		100,000 00						
For letter-carriers	2,449,911 54	2,600,000 00	2,623,262 74	123,351 20	3,000,000 00	3,000,000 00	3,600,000 00	600,000 00
Same, per acts of March 6, 1882, and August 7, 1882		25,000 00				200,000 00		
For rent, fuel, and light	382,714 86	425,000 00	401,978 04	19,263 18	450,000 00	450,000 00	450,000 00	
For office furniture	18,296 87	20,000 00	*20,716 64	1,419 77	25,000 00	20,000 00	30,000 00	10,000 00
For stationery	49,238 45	50,000 00	156,517 28	7,278 83	60,000 00	55,000 00	65,000 00	10,000 00
For miscellaneous and incidental items	80,989 15	90,000 00	68,594 76	12,394 39	100,000 00	90,000 00	90,000 00	
For wrapping-paper	24,900 10	20,000 00	19,993 59	4,906 51	22,000 00	22,000 00	25,000 00	3,000 00
Same, per act of August 5, 1882, deficiency		5,000 00						
For wrapping-twine	84,693 38	55,000 00	52,754 64	1,848 74	55,000 00	55,000 00	55,000 00	
For marking and rating stamps	13,499 50	15,000 00	14,144 30	644 80	15,000 00	15,000 00	25,000 00	10,000 00
For letter balances and scales	7,997 80	10,000 00	10,000 00	2,002 20	15,000 00	15,000 00	25,000 00	10,000 00
For ink, stamping and canceling purposes						35,000 00	10,000 00	7,500 00
Pad, stamping and canceling purposes							10,000 00	7,500 00
Totals	15,138,650 66	16,257,206 88	16,141,632 31	1,002,384 65	16,777,000 00	17,142,000 00	19,369,091 25	2,227,091 25

* Deficiency created, \$716.24.

† Deficiency created, \$8,517.78.

‡ Decrease.

Ea.—EXPLANATION OF ESTIMATES.

**POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.**

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz:

For compensation to postmasters.....	\$10,134,091 25
For clerks in post-offices.....	4,850,000 00
For free-delivery service.....	3,600,000 00
For rent, fuel, and light.....	450,000 00
For office furniture.....	30,000 00
For stationery in post-offices.....	65,000 00
For miscellaneous and incidental items.....	90,000 00
For wrapping-paper.....	25,000 00
For wrapping-twine.....	55,000 00
For marking and rating stamps.....	25,000 00
For letter balances and scales.....	25,000 00
Ink for stamping and canceling purposes.....	10,000 00
Pads for stamping and canceling purposes.....	10,000 00

Total estimate 19,369,091 25
or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates.....	\$7,550,000 00	\$7,800,000 00	
Appropriations.....	7,500,000 00	7,800,000 00	
Expenditures.....	8,298,742 79	8,964,676 72	8.02
Deficiency.....	798,742 79	1,164,676 72	45.81

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law

regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1878, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates	\$3,650,000 00	\$3,850,000 00	.....
Appropriations.....	3,680,000 00	{ 3,850,000 00	{ 7.33
Expenditures	3,676,756 22	{ 3,908,396 60	{ 6.30

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly-growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails,

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East, nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this service and the incidental expenses thereof, during the two past fiscal years :

	1880-'81.	1881-'82.	Increase.
			Per cent.
Estimates	\$2,500,000 00	\$2,700,000 00	
Appropriations	2,500,000 00	{ 2,600,000 00 25,000 00	{ 5
Expenditures	2,499,911 54	2,623,262 74	4.93

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,200,000, of which amount \$200,000 was appropriated by the terms of the act of August

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster-General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			Per cent.
Estimates	\$450,000 00	\$500,000 00	.....
Appropriations	425,000 00	425,000 00	.....
Expenditures	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates.....	\$20,000 00	\$25,000 00	.....
Appropriations.....	20,000 00	20,000 00	.....
Expenditures.....	19,296 87	20,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for sorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates.....	\$50,000 00	\$60,000 00	.....
Appropriations.....	50,000 00	50,000 00	.....
Expenditures.....	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

The expenditures for the past year were greater than those of the previous year by \$7,278.83, or 14 per cent.

I much regret that a deficiency should have occurred for stationery during the past year. The causes were that no increase was made in the appropriation for this item for the year, although an estimate for \$10,000 additional was made; that the requests for the articles used under this item are becoming more numerous and urgent each year, and in the same degree in which the postal business is augmented; and further, that by the regulations of the department, postmasters at first and second class offices (the only ones who are entitled to allowances for these items) are permitted to purchase the necessary stationery without making application to the department for the same. The stationery used by many post-office inspectors and railway mail service superintendents has also been paid for out of this item.

It is the first time that a deficiency in this appropriation has occurred in several years, and it could have been avoided if the returns of the postmasters to the Auditor were readily accessible at the end of each quarter. The estimate for this item for the next fiscal year has been placed at \$65,000, an increase of \$10,000, or 18 per cent. over that of the current year, and I know of no good reason why that appropriation should not be made.

MISCELLANEOUS AND INCIDENTAL ITEMS.

The following were the estimates, appropriations, and expenditures for these items during the two past fiscal years:

	1880-'81.	1881-'82.	Increase.	Decrease.
			Per cent.	Per cent.
Estimates.....	\$90,000 00	\$100,000 00		
Appropriations.....	85,000 00	90,000 00	5.88	
Expenditures.....	80,989 15	68,594 76		15.30

The appropriation for the present fiscal year is \$90,000, or the same as for the last year, and is but \$5,000, or 5.88 per cent., greater than that for the year ended June 30, 1880-'81. It will be perceived that the expenditures for the past fiscal year were \$12,394.39, or 15.30 per cent. less than for the year previous. This was mainly due to the fact that the expenses for the miscellaneous and incidental items of the railway mail service, heretofore charged to this office, were, during the last half of that fiscal year, transferred to the accounts of the Second Assistant Postmaster-General's office, in the absence of any specific appropriation therefor. Nevertheless I do not anticipate that the expenditures for these items will again be as low as they were during the past year.

The same necessity exists as heretofore for the rental of telephones, for telegraphic communications, and the many other expenses incidental to the proper dispatch of business in post-offices, and must necessarily increase in proportion as the country expands and the postal business increases. Post-offices cannot be successfully conducted without the numerous little appliances to facilitate business which are ordinarily seen in other large public and private establishments; and I have therefore estimated the amount necessary for these items for the next fiscal year at \$90,000, or the same as appropriated for the present year.

BLANK AGENCY.

Some time prior to my report of last year this division of the department was detached from this bureau and assigned by the Postmaster-General to his office; hence no estimates were then prepared by me for its appropriations.

The division having been since restored to the office of the First Assistant Postmaster-General, the estimates for its service are again submitted by that officer.

WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this article for the two past fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates.....	\$20,000 00	\$20,000 00		
Appropriations.....	20,000 00	20,000 00	25	
Expenditures.....	24,900 00	19,893 59		19.70

The appropriation for this item for the current fiscal year is \$22,000, or 10 per cent. over the expenditures of the last year.

In anticipation of a deficiency for this article during the past year, an additional appropriation of \$5,000 was asked for. It was not given, however, until very late in the session (August 5, 1882), and consequently was not available during the fiscal year. It will be observed that the expenditures for the fiscal year 1880-'81 were \$4,906.51 greater than for the last year, which was owing to the greater demand by postmasters for wrapping-paper, and a higher contract price for the article.

To meet the possible increase in the price of wrapping-paper, and to provide for the additional demand, especially for properly preparing packages of registered matter and merchandise for mailing, I have estimated the appropriation requisite for the fiscal year ending June 30, 1884, at \$25,000, or the same as the total amount granted last year, and an increase of 13.63 per cent. over the present appropriation.

WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item during the two past fiscal years:

	1880-'81.	1881-'82.	Decrease.
			<i>Per cent.</i>
Estimates.....	\$50,000 00	\$55,000 00	
Appropriations.....	55,000 00	55,000 00	
Expenditures.....	84,603 38	52,754 64	37.64

The appropriation for the present fiscal year is \$55,000, or the same as for the preceding year. It is also an increase of 4.25 per cent. over the expenditures for this article for the last fiscal year. It will be noticed that the expenditures for the year ended June 30, 1881, were \$31,848.74, or 60.37 per cent. in excess of those for the past year. This was mainly due to the high contract price of the article as compared with previous years. Hence it will be seen that an estimate cannot easily be made for a commodity which is so liable to fluctuate in value, but I submit the same estimate for the year ending June 30, 1884, as for the last year,

\$55,000, in the hope that it will be sufficient to cover all contingencies. This amount is the same as the appropriation for the present year.

MARKING AND RATING STAMPS.

The estimates, appropriations, and expenditures for these articles for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
Estimates	\$15,000 00	\$15,000 00	
Appropriations	13,500 00	15,000 00	\$1,500 00
Expenditures	13,499 50	14,144 30	644 80

The appropriation for these items for the current fiscal year is the same as for the last one, \$15,000, and exceeds the expenditures for the past year in the sum of only \$855.70.

The expenditures for the fiscal year just closed were but \$644.80 greater than those for the year previous. It will therefore be perceived that the recent appropriations for the above articles have not been at all extravagant.

I have estimated the appropriation necessary for these items for the fiscal year ending June 30, 1884, at \$25,000, an increase of \$10,000, or 66 $\frac{2}{3}$ per cent. over that for the present year; and have done so for the following reasons:

By the postal regulations it is necessary that the gross receipts of a post-office should be \$50 per annum to entitle it to receive a letter balance and a marking and rating stamp at the expense of the department. This regulation has been productive of much inconvenience both to the postmaster and the public, and has undoubtedly been the cause of considerable loss of revenue to the department, from the failure of the postmaster to properly weigh, rate up, and cancel the postage-stamps upon the mailable matter deposited in his office. The number of post-offices so deprived of these facilities for postal business is estimated at 10,000, and at these offices such stamps as are used have been paid for by the postmaster.

The Postmaster-General having called the attention of Congress to this matter, an appropriation of \$35,000 was made at the last session for the purpose of partially remedying it, and already under the law about 800 fourth-class offices have been supplied "with the necessary implements for canceling stamps and weighing and post-marking mail matter," the limit being the value of \$5 to each office. Itemized this expense is about as follows:

Scales	\$2 80
Stamp	79
Pad	60
Ink	40
Total	4 59

The above appropriation for this purpose will therefore supply about 7,000 post-offices, and it is with a view of furnishing the remaining 3,000 with these implements, and also supplying all new offices with these materials, that the increase of \$10,000 is in part asked for. Postmasters at many of the larger offices also frequently request to be furnished with new marking and rating stamps, in consequence of the old ones having become damaged or inaccurate. Ordinarily these stamps have to be renewed in all offices after from two to four years' use.

The following were the estimates, appropriations, and expenditures for these items for the two past fiscal years:

	1880-'81.	1881-'82.	Increase.
			Per cent.
Estimates.....	\$10,000 00	\$10,000 00	
Appropriations.....	8,000 00	10,000 00	25.00
Expenditures.....	7,997 80	10,000 00	25.08

The appropriation for these articles for the current fiscal year is \$15,000, or 50 per cent. more than for the previous one, and it is likewise 50 per cent. more than the expenditures for the past year, which exceeded those of the fiscal year 1880-'81 in the sum of \$2,002.20, or 25.03 per cent.

In my remarks above in connection with a largely increased estimate for the articles of marking and rating stamps, I have substantially assigned reasons why a much larger appropriation should also be made for letter-balances, scales, and test-weights. I therefore consider further explanation unnecessary for submitting an estimate of \$25,000 for these items. This is an increase of \$10,000, or 66 $\frac{2}{3}$ per cent. over the present appropriation, and, in my opinion, is fully justified by the benefit expected to be conferred upon the department if it shall be given:

INK FOR STAMPING AND CANCELING PURPOSES.

This item has not been before included in the regular estimates.

In pursuance of the policy adopted at the last session of Congress with reference to fourth-class offices, alluded to above in my estimate for marking and rating stamps, I am of the opinion that it should hereafter be annually mentioned as necessary. In order, therefore, that post-offices now denied this article at departmental expense may be supplied therewith, I have to suggest that \$10,000 be asked for this item for the next fiscal year.

In this connection I desire to say, that of the many articles used by postmasters in the transaction of their business, none is of comparatively more value in its relations to the revenue of the department than ink for stamping and canceling purposes. Unless it is of superior quality, and uniformly used, many irregularities must occur in postal matters, and the proceeds of the sales of many stamps must be neutralized by their imperfect cancellation. I am aware that the matter of procuring an ink suitable in color, and at the same time indelible, and furnishing it without expense to all postmasters for use in their postal business, has been many times under consideration by the department. Postmasters at first and second class offices have found it absolutely necessary to use the best quality of ink they could procure, and their returns for the expense of the same have been made and allowed in their quarterly accounts. Postmasters at many other offices have been in the habit of furnishing, at their own expense, stamping ink of various colors and grades, which in many instances have not proved at all suitable for the purpose. Under these circumstances I consider that if Congress would give its attention to this matter and authorize the Postmaster-General to expend a suitable amount of money for the purchase of a proper ink for canceling purposes, to be used in all post-offices, such

action would be of inestimable benefit to the department. I hope that you will take occasion to recommend that this be done.

PADS FOR STAMPING AND CANCELING PURPOSES.

This item has not before been estimated for in the usual manner. The provision made for their purchase at fourth-class offices, referred to under the head of marking and rating stamps, necessitates an estimate for them for the next fiscal year. I suggest that \$10,000 be appropriated for these articles, as they are a necessary accompaniment wherever stamping-ink is used for canceling purposes.

DEPARTMENTAL PRINTING, BINDING, ETC.

The estimate for this item for the next fiscal year has been prepared in this office, and forwarded by the Postmaster-General to the Secretary of the Treasury, in accordance with the previous practice.

DEPARTMENTAL STATIONERY.

The estimate for this item has been prepared, and will be addressed, according to custom, to the Postmaster-General, who will include it in the statement to be submitted by him relative to estimates for other departmental expenses for the next fiscal year.

The aggregate of the above estimate is, as before stated, \$19,369,091.25, which is \$2,227,091.25, or 12.99 per cent., more than the appropriations for the current fiscal year.

A tabular statement, marked E, will be found appended to these estimates, giving further information in regard to them.

SUMMARY.

Estimate for 1881-'82, \$15,135,000.

Estimate for 1882-'83, \$16,777,000; increase, \$1,642,000, or 10.80 per cent.

Estimate for 1883-'84, \$19,369,091.25; increase, \$2,592,091.25, or 15.45 per cent.

Appropriation for 1881-'82, \$16,257,206.88.

Appropriations for 1882-'83, \$17,142,000; increase, \$884,793.12, or 5.44 per cent.

Expenditures for 1880-'81, \$15,138,650.66.

Expenditures for 1881-'82, \$16,141,035.31; increase, \$1,002,384.65, or 662 per cent.

In closing the above statement, it is proper to say that unless the original appropriations for the past fiscal year had been, in some instances, considerably increased by subsequent legislation during the last session of Congress, the postal business, so far as the allowances of this bureau for the service are concerned, could not have been conducted so satisfactorily as it has been. I hope that an equally liberal spirit will be manifested by Congress in the consideration of the present estimates, and that there will be no hesitation among the members of that body in doing all that seems reasonable and proper to aid in promoting the efficiency of the postal service by granting the enlarged appropriation asked for.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

R E P O R T
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR THE
YEAR ENDED JUNE 30, 1882.



REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 20, 1882.

SIR: The cost of inland transportation June 30, 1882, was:

Of 1,389 railroad routes, aggregating 100,563 miles	\$12,753, 184
Of 109 steamboat routes, aggregating 15,434 miles	574, 019
Of 10,797 star routes, aggregating 227,621 miles	5,553, 849
Total cost	18,881, 052

Comparison with the last annual statement shows, for the railroad service an increase of 195 routes, of 8,994 miles, and of \$1,139,816 in annual cost; for the steamboat service, a decrease of 17 routes, of 5,704 miles, and of \$179,148 in annual cost; for the star service, an increase of 525 routes, a decrease of 3,678 miles upon contract prices and annual salaries, irrespective of fines and deductions; hence the apparent discrepancy between those tables and the Auditor's statement.

STAR SERVICE.

In my preceding report the orders reducing the star service were stated to June 30, 1881, and since that date the following reductions have been made: July, 1881, \$384,397; August, \$122,647; September, \$111,056; October, \$83,451; November, \$145,327; December, \$210,831; January, 1882, \$67,539; February, \$45,012; March, \$41,629; April, \$16,988; May, \$7,963; and June, \$39,059. Total, \$1,275,899.

During the same period the increase of service was as follows: July, 1881, \$57,593; August, \$38,943; September, \$33,269; October, \$34,792; November, \$34,172; December, \$38,881; January, 1882, \$61,538; February, \$14,684; March, \$30,336; April, \$29,504; May, \$13,224; June, \$24,157. Total, \$411,093.

Aggregate decrease	\$1,275, 899
Aggregate increase	411, 093
Net decrease	864, 806

In all cases, to determine the proper measure of increase or decrease of service,

THE PRODUCTIVENESS OF THE ROUTES

is one of the standards by which the postal necessities of the people are considered, and in the endeavor to supply all communities with adequate facilities the gauge of revenue to assist in determining the frequency and cost of service is relaxed in respect to the extreme western section of the country. In that section, in many cases, to supply offices of the same grade as those in the Eastern States, the cost of an equal number of trips per week is greater on account of the increase of distance and the comparative difficulty of traversing the routes, and the same principle is observed with regard to portions of the southern section of the country, the tests applied to northern routes not being closely adhered to, because of the greater area over which the population to be supplied is distributed.

The element of revenue, derived from the post-offices to be supplied, controlled in the preparation of the advertisements of October 15, 1881, and March 1, 1882, for

SERVICE GOING INTO OPERATION JULY 1, 1882,

in the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Nevada, California, and Oregon, and the Territories of Dakota, Indian, Montana, Wyoming, Washington, Idaho, Utah, Arizona, and New Mexico. In these States and Territories the routes were uniformly advertised on schedules which, it is believed, will meet all requirements without resorting to orders of expedition. In the process of readjustment, certain large routes were divided into smaller ones, and thus opened to a less restricted competition, while by changing the termini, a saving of distance and cost has been obtained.

The following table illustrates the change in this Pacific section by the readjustment:

		TRANSPORTATION.	
			Miles.
Louisiana	June 30, 1881	28,078,319	
Texas	July 1, 1882	25,797,746	
Indian Territory			
Kansas			
Nebraska	Decrease 8.12 per cent., or	2,280,573	
Dakota			
Montana			
Wyoming			
		COST.	
Colorado	June 30, 1881	\$4,019,824	
New Mexico	July 1, 1882	2,018,635	
Arizona			
Utah	Decrease 49.78 per cent., or	2,001,189	
Idaho			
Washington			
Oregon			
		COST PER MILE.	
Nevada	June 30, 1881	\$0 14.32	
California	July 1, 1882	7.82	

A fair

COMPARISON OF COST OF STAR SERVICE,

under old and new contracts, can be made by the table which follows: and while it will be observed that in some cases the routes are not changed under new contracts, there are in others slight increases or decreases, either in distance, speed, or the number of trips; but in every instance a decrease in the amount of compensation:

Number of route.	Termini of route.	Under old contracts, as increased.				Under new contracts, from July 1, 1882.				
		Miles.	Trips.	Hours.	Annual pay.	Miles.	Trips.	Hours.	Annual pay.	
30183	Monroe to Shreveport.....	122	7	36	\$22,367 00	110	7	27½	\$11,800 00	
31146	Rio Grande City to Laredo.....	121	6	22	8,439 00	105	6	21	4,891 00	
31168	Austin to Fort Concho.....	249	7	48	28,600 00	249	6	48	11,700 00	
31454	Ablene to Fort Concho.....	94	7	20½	19,709 00	94	6	24	4,237 00	
32018	Caldwell to Fort Sill.....	189½	6	36	34,200 00	189½	6	36	8,900 00	
32020	Camp Supply to Dodge City.....	94	6	20	5,707 00	94	6	20	2,283 00	
32021	Camp Supply to Mobeetie.....	94	6	20	12,300 00	94	6	20	4,435 00	
32273	Hutchinson to Medicine Lodge.....	39 45	6 3	8½ 10½	5,824 00	39 45	6 3	8½ 9½	1,790 00	
35107	Bozeman to Miles City.....	328	7	84	76,999 95	328	7	94	21,000 00	
35115	Helena to Missoula.....	151	7	37	18,739 58	50	6	12	1,900 00	
35124	Silver Bow to Deer Lodge.....	36	7	7	4,805 56	127	7	30	4,900 00	
35146	Del Norte to Ouray.....	230	7-3	52	36,296 53	216	7	74	19,210 00	
35155	Antelope Springs to Silverton.....	63	7	21	13,253 33	63	3	24	3,510 00	
35104	Socorro to Fort Stanton.....	120	7	29	16,770 16	120	7	29	5,620 00	
40103	Prescott to Mohave City.....	190	3	36	28,697 15	190	3	60	8,420 00	
40105	Ehrenberg to Signal.....	126	3	22	9,119 42	126	3	36	5,994 00	
40109	Florence to McMillan.....	125	7	30	17,569 89	125	7	30	8,900 00	
40116	Phoenix to Prescott.....	105	7	26	32,640 32	136	7	35	9,500 00	
40122	Ritchfield to Kanab.....	205	6	36	14,340 00	205	3-6	45	5,400 00	
42121	Lava to Salmon City.....	135	7	33	19,345 45	100	7	28	4,700 00	
44149	Roseburg to Empire City.....	72	6	27	13,775 00	72	6	30	5,770 00	
45101	Reno to Susanville.....	92	6	27	11,752 85	92	6	27	4,630 00	
45114	Winnemucca to Paradise Valley.....	45	7	9	5,280 00	45	7	9	2,620 00	
45132	Wells to Hamilton.....	100 3½	3½	48	16,883 82	100 3½	3½	60	5,790 00	
45130	Soledad to Newhall.....	332	7	53	55,424 33	323	7	69	20,280 00	
45132	Julian to Colton.....	121	3	26	8,910 00	121	3	30	3,488 00	
45245	Redding to Weaverville.....	46	7	9	6,066 66	46	7	9½	2,900 00	
45246	Redding to Roseburg.....	280 10½	67	9	89,000 00	280	7	69	48,220 00	
45263	Yreka to Shasta.....	122	6	27	19,359 99	122	6	27	8,700 00	
45136	Caliente to Independence.....	226	6	40	36,284 33	226	6	40	21,000 00	
45267	Willow Ranch to Reno.....	212	6	60	41,100 00	172½	6	72	11,328 00	
					729,060 32					283,876 00

As further illustrating the reduction in cost under the advertisement referred to, a table follows, showing cost under old contracts after increase of trips and expedition of schedules, cost after orders reducing service, and compensation under the awards of new contracts at the last letting:

Number of route.	Termini of route.	Under old contracts as increased.				Under old contracts as reduced since March 4, 1881.				Under new con- tracts from July 1, 1882.				
		Miles.	Trips.	Hours.	Annual pay.	Miles.	Trips.	Hours.	Annual pay.	Miles.	Trips.	Hours.	Annual pay.	
37110	Rock Creek to Fort Custer	331	7	75	\$100,165 83	365	3	197	\$11,602 41	393	3	108	\$13,670 00	
38113	Rawlins to Meeker	165	7	45	31,981 25	165	3	108	5,100 00	165	3	58	7,320 00	
38118	Monument to River Bend	72	7	17	11,200 00	45	3	20	1,125 00	45	3	12	1,049 00	
38131	Salida to Del Norte	84	7	17	17,347 93	56	7	15	4,759 43	72	7	14	6,600 00	
38134	Pueblo to Rosita	50	7	10	8,148 00				(*)					
38135	Pueblo to Greenhorn	32	3	7	3,945 60	32	3	16	1,815 20	20	3	6	460 00	
38140	Trinidad to Madison	68	3	12	4,290 30	45	3	13	1,014 00	50	3	13	960 00	
38150	Saguache to Barnum	317-3	18		7,166 40	227-3	19		1,454 55	24	3	6	920 00	
38156	Silverton to Parrott City	69	6	15	14,870 01	69	6	39	5,369 73	72	6	15	4,240 00	
38157	Gardner to Rosita	52-6	3	10	8,926 67	52-6	3	21	1,963 33	42-6	3	11	1,468 00	
38145	Ojo Caliente to Animas City	174	7	50	31,343 76	74	3	43	2,115 90	78	3	24	2,579 00	
39109	Las Vegas to Las Cruces	424	3	120	39,090 72	424	3	180	17,214 17	333	3	105	10,180 00	
39116	La Cinto to Raton	168	3	41	14,384 42	115	3	74	3,275 02	116	3	36	3,230 00	
40101	Prescott to Santa Fé	416	6	84	105,401 75	171	3	50	8,388 00	171	3	50	7,320 00	
40105	Ehrenberg to Mineral Park	237	3	48	18,600 00	132	3	25	9,119 42	126	3	36	5,994 00	
40113	Wilcox to Clifton	167	7	34	27,913 59	167	3	72	3,987 65	167	3	60	5,993 00	
40140	Eugene City to Mitchell	195	3	50	21,460 89	195	3	121	2,324 93	115	1	33	1,302 00	
41154	The Dalles to Lake View	297-6	1	98	20,300 00	187-3	1	108	4,398 06	197-3	1	79	4,990 00	
41155	The Dalles to Baker City	275	7	72	72,520 00	275	12	432	12,432 00	206	3	61	7,700 00	
41160	Canyon City to Fort McDermott	240	7	96	50,166 66	75	1	41	902 50	75	1	36	1,244 00	
42123	Cloverdale to Eureka	210	7	53	43,414 88	210	7	64	23,500 00	210	7	65	9,975 00	
					647,638 66					121,361 30				97,194 00

* Discontinued.

It will be observed that

THE DECREASE OF COST

of the several routes under the letting, from the rates paid for the same or nearly similar service after the orders of reduction, completely refutes the allegation that was frequently made by contractors, when opposing curtailments, that the orders would compel them to transport the mails at an actual loss.

The exact reduction of expense under the readjustment of the routes in the Pacific section is properly the subject of the succeeding report, although it is made apparent now in a foregoing table and in the diminished estimate for the star service for the next fiscal year.

The rate of expenditure on star routes on June 30, 1882, was \$5,553,849, a decrease of \$1,403,506 compared with the cost rate at the close of the previous year. A portion of this reduction is due to extension of railroad service, and, as stated in my previous report, a portion of the orders that augmented this saving were made in the prior fiscal year, and, taking effect in the subsequent year, are of necessity embraced in the amount given above.

NEEDED LEGISLATION.

In my former report it was suggested that statutes should be enacted repealing section 3953 of the Revised Statutes requiring deposits of certified checks with proposals for carrying the mails; authorizing extension of service on star routes; and prescribing penalties to be imposed upon postmasters or employés for making false reports of arrivals and departures of the mails. I also made special recommendation during the last session of Congress for the repeal of section 3961 of the Revised Statutes and the proviso of the second section of the act of April 7, 1880, relative to the rate of compensation to be allowed for expedition in carrying the mails, and a further recommendation was made respecting the rate to be fixed for employing temporary mail service. A draught of a subcontract law was also submitted. But a portion of the recommendations were reached during the session, and only the suggestions relating to extension of routes and the rate for temporary service were adopted. In regard to the subcontract law a substitute for the draught referred to was enacted.

In another part of this report I have given, for the purpose of reference and record, a table (F) of

ORDERS OF EXPEDITION

from January 1, 1872, to April 30, 1881, since which last date no orders expediting star service have been made.

Upon the basis of expenditure for star service, June 30, 1882, already stated at \$5,553,849, the estimate for all new service and necessary increases under present contracts to June 30, 1884, can, with the service now in operation, be provided for with an appropriation of \$5,500,000, and this amount is accordingly recommended. It is estimated also that at the close of the present fiscal year there will be covered into the Treasury an unexpended balance of \$2,250,000 on account of reduction of star service.

STEAMBOAT SERVICE.

Since my former report, changes were made in the steamboat service as follows: By orders of reduction in July, 1881, \$4,962; August, \$15,333;

September, \$19,377; October, \$12,200; November, \$159; December, \$8,460; January, 1882, \$0; February, \$0; March, \$2,121; April, \$27,186; May, \$0; and June, \$900; total, \$90,698.

During the same period orders were made increasing the cost as follows: July, \$17,102; August, \$700; September, \$33,686; October, \$5,081; November, \$0; December, \$0; January, \$21,506; February, \$600; March, \$25,994; April, \$3,640; May, \$2,425, and June, \$2,000; total, \$112,734, being a net increase in cost during the year of \$22,036.

Of the increase in July the sum of \$10,000 made possible a saving of \$37,000, which was included in the gross reduction of steamboat service for the preceding year. Of the increase in September the sum of \$22,036 represents, not an actual increase, but routes on which contract service expired June 30, 1881, and which were not renewed under contract until September 1, the service in the mean time having been continued under orders of recognition at the rate named. Of the increase in January and March service at the rate of \$30,000 per annum was ordered and continued only during the overflow of the Mississippi River and its lower tributaries, which afforded all necessary facilities that were applied for by the people in the submerged districts.

The rate of expenditure for steamboat service at the close of the fiscal year ending June 30, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. A portion of this decrease is applicable to orders made prior to the beginning of the last fiscal year.

The estimate for steamboat service for the year ending June 30, 1884, is submitted at \$700,000, being a decrease of \$100,000 from the present appropriation. About \$150,000 will be covered into the Treasury as an unexpended balance of the steamboat service appropriation for the current fiscal year.

MAIL MESSENGERS.

The rate of expenditure for mail-messenger service for the fiscal year ended June 30, 1882, was \$724,207, or \$7.20 per mile on 100,563 miles of railroad service.

Upon the above basis of cost per mile of railroad service the estimate for mail messengers for the fiscal year ending June 30, 1884, is given at \$850,000.

MAIL TRANSFERS IN LARGE CITIES.

I desire to call your special attention to the appended report and estimate of Mr. D. B. Parker, chief inspector, in which he suggests that the work of transferring the mails between the post-offices, depots, and wharves in the cities of Boston, New York, Philadelphia, Washington, and Chicago, be performed with an equipment to be owned and operated by the government. The transfer service in the great cities is, as it were, a vital point in the matter of mail transportation. The competition in bidding has brought the compensation for performing this important service so low that total failures have resulted in some cases, while in others the equipment is managed so economically that the efficiency of the service is impaired. It is believed that the plan proposed would not increase the cost; that it would give additional security to the mails, and afford the most efficient and acceptable transfer service that could be performed. Mr. Parker's long experience, as chief inspector, with this class of service, gives to his views the weight and importance which the able conduct of the affairs of his office warrants, and after careful consideration I earnestly commend his suggestion to your notice.

MAIL EQUIPMENTS.

The cost of new mail bags and mail catchers and repair of old ones for the year ending June 30, 1882, was \$198,380.88; and for new mail locks and repair of old ones, \$24,999.50. The appropriations for that year were, for the first two items, \$200,000, and for the last item \$25,000. It will therefore be seen that the necessities of the service required the expenditure of the entire amounts appropriated. The amounts which it is necessary to appropriate for these objects for the year ending June 30, 1884, are as follows:

For mail bags and mail catchers.....	\$220,000
Mail locks and keys.....	20,000

The reason for the increased estimate for mail bags and catchers is found in the very rapid extension of the railroad system, and the more frequent forwarding of pouches on railroad routes, and the large number of post-offices established on such lines.

For these reasons, which apply with more force to the transactions of the current year than was anticipated when the estimates were made, it is probable that the appropriations for this fiscal year may be found to be inadequate.

Table N shows expenditures for mail bags and mail catchers.

Table O shows expenditures for mail locks.

Table P shows all contracts for above items, with price, &c., in operation June 30, 1882.

SPECIAL FACILITIES.

The appropriation for special facilities on the great lines for the current year is \$600,000. I would suggest that a like sum be provided for 1884, as it is not clear that serious injury would not result to the public if the service secured by this expenditure were discontinued.

RAILWAY POSTAL CLERKS.

The appropriation for railway postal clerks for the current year is \$3,710,000. The average increase for this item for the past six years has been at the rate of 7.20 per cent. per annum, and estimating the cost for 1884 at the same rate of increase, will make the sum required \$3,977,120. The particulars with regard to this item will be found in the report of the General Superintendent of Railway Mail Service.

FINES AND DEDUCTIONS.

The amount withheld from all branches of the service on account of fines and deductions for the year ending June 30, 1882, was \$192,230.25.

This sum is not so great as was shown for the two years last preceding. The shrinkage is attributable mainly to two causes, one of which is that the most expensive of the star service, which was performed in a section of the country particularly liable to interruption from various causes, and from which a large portion of the fines were derived, nearly all ceased in 1881; the other cause of the reduction, the rigorous winter of 1880-'81, was followed by an unusually mild winter, in which there were few failures on account of the weather. The amount deducted is, however, more than the average, and more than was ever deducted in any one year prior to 1880.

RAILROAD SERVICE—GENERAL STATEMENT.

<i>First.</i> Cost of all transportation, on which rates have been adjusted, to June 30, 1882, by books of the Post-Office Department		\$11,297,333
Cost of same June 30, 1881.....		10,249,261
Increase for 1882 over 1881		1,048,072
Rate of increase 10.23 per cent.		
Unadjusted service June 30, 1882, 8,449 miles.		
<i>Second.</i> Cost to June 30, 1882, Auditor's statement		\$10,248,515
Appropriation for 1882		9,458,200
Excess of cost over appropriation		790,315
Rate of increase of cost over appropriation, 8.35 per cent.		
Unadjusted service for year ending June 30, 1882, 3,464 miles; estimated cost		125,000
Total.....		915,315
Rate of increase of audited cost and estimate over appropriation for 1882, 9.67 per cent.		
<i>Third.</i> Cost by Auditor's statement on Pacific roads to June 30, 1882.....		\$1,376,929
Cost of same to June 30, 1881		961,977
Increase for 1882 over 1881.....		414,952
Rate of increase 43 per cent.		
<i>Fourth.</i> Appropriation for 1883		\$11,130,000
Audited cost and estimate for 1882		10,373,515
Excess of appropriation.....		756,485
Rate of increase 7.29 per cent.		

ESTIMATE FOR 1884.

For reasons stated in the last annual report the estimate of the cost of railroad transportation for the current fiscal year was placed at a lower rate of increase than is shown between the cost for the two preceding years. The service in the Pacific States, in which nearly all the routes are located on which the pay is withheld on account of indebtedness to the government, having been adjusted for the new contract term commencing July 1, 1882, the estimate for the ensuing fiscal year will, as usual, be based upon the cost for the year ending June 30, 1882, and the probability of increase in the weight of mails and miles of road to June 30, 1884. The increase in mileage for the last year was 8,994 miles, or 8.9 per cent. increase over the mileage for the previous year. This is the greatest increase in the length of railroad routes ever made in any one year, and is greater than the entire railroad service in operation in 1851. The indications are that there will be not less than 10,000 miles added during the current year, and as much more for 1884.

The regular adjustment of pay from July 1, 1883, will fall in the contract section composed of the States of Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri. In these States the weighing will doubtless show a large increase in the weight of mails, and this will require a corresponding increase in the rates of pay. In arriving at the amount that will be required for railroad transportation for the year ending June 30, 1884, the appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed, and adding thereto \$870,000 for new service and for increase of pay on old routes through readjustment, and a total of \$12,000,000 is reached, which is about 8 per cent. (7.81) over the appropriation for 1883, and a little more than 14 per cent. over

the audited cost, and the estimate for new service for the year ending June 30, 1882. The estimated rate of increase is less than is shown for 1882 over 1881, but it is believed that it will be sufficient, as it is probable that the percentage of increase in cost will be somewhat reduced as the aggregate mileage is enlarged.

PACIFIC RAILROADS.

The relations existing between the Pacific Railroad Companies indebted to the United States and the government, in the matter of the withholding of all amounts earned in the transportation of mails over their own and leased and operated lines, and placing the same to their credit, has occasioned much controversy and resulted in numerous suits in the Court of Claims and the Supreme Court. This state of affairs has placed the Post Office Department at some disadvantage in its efforts to secure from these companies the most efficient postal service possible.

The mails are supplied to the people of a very large section of country west of the Missouri River by these lines, and hence the desirability of maintaining amicable relations with the companies controlling this system of roads.

ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The increase in the work of distribution on railroad routes is in keeping with the increase in the weight of mails, and in the number of places reached by railroad, but the use of railway post-office cars being restricted to the lines on which the heavier mails are carried, the increased expenditure for the same is restricted to a lower rate than is required in other branches of the service.

The appropriation for the current year is \$1,526,000. The increased cost for 1882 was \$100,000. It is believed that the service can be conducted for 1884 for \$1,626,000, which is the same total increase as is shown for 1882 over 1881.

EXTENSION OF THE RAILROAD SYSTEM.

Table M shows the mileage, annual transportation, and cost of railroad service for each year, from its commencement in 1836 to June 30, 1882. It is interesting to note that the degree of public prosperity is reflected in the construction of railroads. There was a steady increase in mileage from 1866 to 1872, reaching in the year last given 8,000 miles; then, with the depression in business that followed, it declined from year to year until, in 1877, it touched the minimum—2,200 miles. With the settlement of the financial question and the advance of business, it again steadily increased to 9,000 miles for the fiscal year just closed, which is the greatest number of miles of service ever established in one year.

Table L gives the new service for 1882 in detail. The most important connections established during the year, of a national character, are the Texas Pacific Line through Texas, New Mexico, and Arizona, to California, and the junction with the railroad system of Mexico at Laredo, Texas. The last is a most important event, as a matter of interest to the business people, as it opens a convenient channel of quick intercourse with Mexico, thus presenting a new and promising field for the exercise of the intelligent enterprise of the people of the United States.

RATES OF PAY TO RAILROADS.

The experience of the past year has confirmed this office in the views expressed in the last annual report concerning the rates of compensation prescribed by present laws for carrying the mails on railroads.

Allusions were frequently made during the past winter to a public sentiment which, it was alleged, demanded an increase of pay on some lines, but, at the same time, a reduction in the total cost of carrying the mails on railroad routes.

Public opinion, upon questions which may properly be determined by opinion, ought to prevail. This, however, is an instance in which opinion can be intelligently exercised only after a knowledge of the service rendered in carrying the mails and the compensation paid for the same is obtained through an analysis of the facts, and these contrasted with other transportation service and charges.

Because all will admit that the postal service rendered by the railroad companies is of the highest value to the people, and the amount and character of the service in every case may be accurately ascertained and stated, so that a basis would thus be established, resting upon material and indisputable facts, from which a comparison could be made between the postal and other business of the railroad companies; hence the subject should be approached, not with the settled intention of increasing the rate of pay on one class of roads and depressing it on others, nor of increasing or reducing the total cost of service, but it should be considered in a spirit of impartiality and with a determination to fix the compensation at such rates as the facts may warrant.

The annual increase in the cost of railroad transportation has no bearing whatever on the question as to proper rates of compensation, for, upon reflection, it will appear that the rates of pay and total cost must increase under the present or any other method or scale of payment that may be devised, in keeping with the extension of the system, the growth of the mails, and the increase in the facilities employed for the use and necessary care of the mail in transit.

The value of the postal service between the great railroad centers has grown to such magnitude and importance that the problem of shortening the time of transit between such points will have to be solved at no distant day, and this will doubtless furnish an interesting feature when the question of pay is determined.

There is now more than 100,000 miles of railroad service in operation, reaching into every State and Territory of the Union, furnishing, as it were, the arteries through which a population of fifty millions, dispersed over this vast territory, is supplied with mails. The conditions under which the postal service in the United States is performed, are essentially unlike those under which such service is rendered in the densely populated countries of Europe. Therefore, for the United States, precedents must be established, not followed.

In executing the present law it has become clear to me that under its insufficient provisions an unnecessary expenditure of public money might be made for carrying the mails on railroad routes. Therefore, having in view the large annual expenditure for this branch of the service, I cannot too strongly urge the great importance of at once perfecting the present crude and incomplete laws, so that an uncalled for expenditure would be rendered impossible.

Very respectfully,

Hon. T. O. HOWE,
Postmaster-General.

RICH'D A. ELMER,
Second Assistant Postmaster-General.

ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of star service expedited from January 1, 1872, to April 30, 1881.

Table G shows weight of mails, speed, and accommodations for mails and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1882.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail-boxes.

A.—*Inland transportation, June 30, 1882.—Cost, appropriation, estimates, and rate of increase and decrease.*

Object.	Cost for 1881.	Cost for 1882.	Increase or decrease per cent. in cost for 1882 as to cost for 1881.		Appropri- ation for 1883.	Increase or decrease per cent. in appro- priation for 1883 as to cost for 1882.		Estimate for 1884.	Increase or decrease per cent. as to appro- priation for 1883.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes.....	\$10,249,261	\$11,297,333	10.23		\$11,155,000		1.26	\$12,000,000	7.58	
Railway post-office car service.....	1,364,107	1,455,851	6.73		1,525,000	4.82		1,624,000	6.55	
Necessary and special facilities on trunk lines.....	349,749	374,531	7.07		600,000	60.20		600,000		
Inland transportation, steamboat routes.....	753,167	574,019		23.78	800,000	39.36		700,000		12.50
Inland transportation, star routes.....	6,957,355	5,533,849		20.17	7,250,000	30.54		5,500,000		24.13
Railway post-office clerks*.....	1,487,560	1,574,404	5.84		1,700,000	7.98				
Route agents*.....	1,296,780	1,322,336	4.39		1,555,000	17.59				
Mail-route messengers*.....	196,741	189,884		3.49	280,000	47.46		3,977,120	7.20	
Local agents*.....	157,720	149,229		5.38	175,000	17.27				
Mail messengers.....	763,341	723,207		4.47	800,000	9.71		850,000	6.25	
Mail locks and keys.....	100,000	25,000		75.00	25,000			20,000		20.00
Miscellaneous items in the office of Second Assis- tant Postmaster-General.....	183,929	198,381	7.86		200,000	.82		220,000	10.00	
Total.....		480			1,000	108.33		1,000		2.20
					26,067,000			25,494,120		

* Estimates for these items are made in one sum, as estimate for railway postal clerks.

NOTE.—No allowance is made in this table for fines and deductions.

B.—Table of inland mail-service as in operation June 30, 1882.

[The service and pay on each route are set down to the State or Territory under which the route is numbered.]

States and Territories.	Length of routes and annual cost in each class of service.										Annual transportation by steamboat.	Annual transportation by railroad.	Total annual transportation.	Total annual cost.
	Length of routes.		Celerity, certainty, and security.		By steamboat.		By railroad.		Annual pay for transportation.					
	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Annual pay for office cars.	Total annual pay for railroad service.				
Maine.....	5,538	85,292	3,685	4,227	1,087	120,950	1,087	140,600	19,650	140,600	1,859,143	116,428	3,387,266	230,119
New Hampshire.....	1,946	177,301	1,177	30,311	60	2,250	832	67,037	5,128	72,165	649,333	11,787	1,154,727	104,759
Vermont.....	2,350	40,146	1,498	80	709	96,422	709	104,850	8,328	104,850	862,838	11,787	1,028,996	144,988
Massachusetts.....	3,254	1,201	673	11,275	2,059	333,525	2,059	333,138	49,613	333,138	981,336	57,486	1,084,108	462,056
Rhode Island.....	3,453	181	653	133	1,179	29,366	1,179	35,411	8,105	35,411	139,505	62,044	6,193,922	46,657
Connecticut.....	1,911	817	30,047	1,094	1,094	185,802	28,904	212,706	533,971	212,706	533,971	72,135	2,610,647	242,753
New York.....	14,866	263,263	8,375	7,225	6,345	1,308,125	299,080	1,597,185	3,840,739	1,597,185	3,840,739	72,135	11,012,440	3,144,618
New Jersey.....	2,368	811	24,517	1,537	1,537	220,432	33,578	254,010	468,338	254,010	468,338	72,135	8,282,011	1,867,673
Pennsylvania.....	14,665	228,582	9,276	710,842	5,409	81,020	791,662	4,394,227	791,662	4,394,227	8,282,011	72,135	12,678,238	1,278,527
Delaware.....	473	292	5,594	22	271	22,351	81,020	22,351	1,025,596	22,351	1,025,596	72,135	294,191	1,021,244
Maryland.....	3,902	1,943	60,358	735	1,224	256,894	45,009	302,003	45,009	302,003	1,079,283	270,819	2,844,062	366,787
Virginia.....	12,347	8,723	115,308	975	2,647	297,839	59,907	357,746	59,907	357,746	3,092,860	318,532	3,095,385	375,307
West Virginia.....	6,189	5,026	59,201	246	3,317	42,141	4,180	46,321	4,180	46,321	1,518,523	153,192	2,182,529	135,263
North Carolina.....	11,233	9,412	106,823	436	1,385	111,117	12,066	124,083	12,066	124,083	2,706,557	130,968	3,984,901	244,607
South Carolina.....	5,006	3,636	48,714	51	1,319	108,581	19,650	128,231	19,650	128,231	3,950,248	5,947	1,473,964	243,159
Georgia.....	9,541	6,391	86,503	8,27	2,755	280,187	43,619	335,816	335,816	335,816	1,783,162	4,992	2,883,000	390,784
Florida.....	7,541	3,037	56,056	3,827	75,041	35,813	75,041	35,813	725,629	725,629	634,738	474,495	1,967,573	162,410
Alabama.....	11,371	8,838	124,729	3,421	2,116	173,028	20,469	193,497	20,469	193,497	2,537,290	70,720	1,967,573	335,456
Mississippi.....	7,174	5,850	87,659	25	1,239	104,236	8,007	117,845	8,007	117,845	1,575,130	15,288	2,554,754	395,152
Tennessee.....	8,651	7,480	107,050	139	1,132	109,870	7,940	117,819	7,940	117,819	2,326,096	41,392	2,234,284	201,780
Kentucky.....	10,064	7,151	104,593	765	38,215	249,009	23,579	272,588	23,579	272,588	2,396,124	333,424	2,511,391	228,088
Ohio.....	13,438	6,058	132,115	248	17,858	1,150,933	203,768	1,354,701	203,768	1,354,701	2,589,242	171,756	11,609,689	415,396
Indiana.....	8,787	6,670	79,558	4,117	5,537	1,430,908	79,558	1,510,138	1,510,138	1,510,138	1,639,664	171,756	5,037,190	1,504,774
Illinois.....	12,341	4,905	102,271	7,536	855	857,117	111,044	966,681	111,044	966,681	1,772,919	126,395	8,205,077	1,068,932
Michigan.....	9,208	6,833	83,129	294	14,963	336,466	18,596	355,062	18,596	355,062	1,528,555	126,395	5,046,752	453,154
Wisconsin.....	8,725	5,234	76,900	4,281	3,396	292,590	27,506	309,805	27,506	309,805	1,536,349	126,395	4,870,734	388,714
Minnesota.....	9,380	6,910	66,830	4,450	270,500	270,500	7,127	286,627	7,127	286,627	1,954,438	344,455	5,999,168	353,457
Iowa.....	11,877	6,040	95,065	5,808	403,814	403,814	21,973	425,787	21,973	425,787	1,954,438	285,480	6,183,071	394,507
Missouri.....	15,716	9,724	143,998	684	40,000	656,028	67,881	724,009	67,881	724,009	2,911,382	299,320	9,483,559	908,005
Arkansas.....	9,931	8,142	155,294	1,147	67,459	77,719	5,161	82,880	5,161	82,880	2,258,930	299,320	6,415,059	394,507
Louisiana.....	6,088	4,377	103,523	820	67,459	77,719	5,161	82,880	5,161	82,880	2,258,930	299,320	6,415,059	394,507
Texas.....	20,906	14,813	371,597	492	5,200	410,191	410,191	410,191	5,161	410,191	1,119,695	292,305	2,068,268	283,862
Indian Territory.....	2,715	2,707	92,753	8	8	410,191	410,191	410,191	5,161	410,191	4,501,482	30,744	8,641,410	798,988
Kansas.....	14,694	164,012	10,640	3,955	367,550	367,550	367,550	395,162	27,632	395,162	2,972,294	2,694,369	5,666,663	569,194

Nebaska.....	9,101	6,601	128,574	.....	2,500	471,431	64,649	530,080	1,845,986	.....	1,791,073	3,638,969	662,654
Dakota Territory.....	4,905	4,809	121,743	.....	.....	6,773	.....	.....	1,228,084	.....	.....	1,600,100	128,516
Montana Territory.....	3,051	3,051	172,853	.....	596	.....	.....	6,773	1,156,447	.....	372,018	1,156,447	172,853
Wyoming Territory.....	1,466	1,466	51,050	.....	.....	.....	.....	.....	449,005	.....	.....	449,005	51,050
Colorado.....	5,517	3,431	185,650	.....	2,088	177,742	4,920	182,662	1,253,789	.....	1,406,049	2,658,848	368,312
New Mexico Territory.....	2,406	1,762	68,204	.....	644	5,156	.....	5,156	458,928	.....	438,911	892,839	68,390
Arizona Territory.....	2,948	2,531	174,557	.....	467	.....	.....	.....	865,662	.....	291,346	1,157,028	174,557
Utah Territory.....	3,584	2,691	180,413	.....	863	31,252	.....	31,252	1,260,700	.....	631,461	1,892,161	220,665
Idaho Territory.....	2,213	2,213	166,965	.....	.....	.....	.....	.....	1,071,159	.....	.....	1,071,159	166,965
Washington Territory.....	3,695	1,821	54,225	.....	483	9,805	.....	9,805	427,908	133,276	301,604	862,788	122,685
Oregon.....	4,715	4,075	133,435	.....	425	24,451	.....	24,451	1,083,188	194,160	284,832	1,482,278	170,368
Nevada.....	2,812	2,418	186,271	.....	396	13,618	.....	13,618	932,776	.....	246,811	1,179,687	149,889
California.....	13,039	9,030	669,362	.....	2,814	482,424	53,789	486,193	3,570,647	283,250	2,067,896	5,901,283	1,094,454
Total.....	343,618	227,621	5,533,849	15,484	574,019	100,563	11,297,333	12,753,184	76,924,867	3,981,518	113,996,218	194,901,703	19,881,052
Railway post-office clerks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,574,404
Route agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,822,836
Mail-route messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	189,884
Local agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	149,239
Mail messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	729,207
Aggregate.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22,846,112

Note.—No allowance is made in this table for fines and deductions.

C.—Railroad service as in operation on the 30th of June, 1893.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	MAINE.		<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1	Boundary Line, n. o., to Presque Isle.	New Brunswick Rwy.	80.04	6	687 98	.....	687 98	46 17	.....	Pay not fired.
2	Newport to Dexter.	Maine Central R. R.	14.90	12	687 98	.....	8,191 95	73 63	.....
3	Farmington to Brunswick.	do.	67.89	14.55	2,061 10	.....	2,061 10	60 71	.....
4	Belfast to Burnham Village.	do.	33.95	12	7,629 43	.....	9,231 41	74.58	15 63	
5	Portland to Skowhegan.	do.	102.56	8.22	37,444.69	13,772.00	51,216.69	271.59	100.00	
6	Portland to Bangor.	do.	137.72	27	16,419.24	.....	16,419.24	99.18	.....
7	Portland to Canada Line, n. o.	Grand Trunk Rwy.	165.55	10.88	6,583.50	.....	6,583.50	119.70	.....
8	Portland to Rochester.	Portland and Rochester R. R.	65	9.65	.....	.....	.....	.....	.....	Pay not fired.
9	Mile Junction, n. o., to Brownville.	Bangor and Katahdin Iron Works Rwy.	6.30	6	9,166.19	.....	9,166.19	80.37	.....
10	Portland to South Lunnburgh.	Portland and Orono Rwy.	114.05	9.87	9,637.76	.....	9,637.76	102.80	.....
11	Brunswick to Bath.	Maine Central R. R.	9.14	27	.....	.....	.....	.....	.....	Late branch of route No. 6
12	Bangor to Vanceborough.	European and N. American Rwy.	114.02	12	19,107.47	4,275.75	23,383.22	167.53	37.50	
13	Bangor to Bucksport.	Bucksport and Bangor R. R.	18.89	12	1,276.01	.....	1,276.01	67.85	.....
14	Oldtown to Manchester.	(L. L. Lincoln lease) Bangor and Piscataquis R. R.	64.03	6	5,310.64	.....	5,310.64	82.94	.....
15	Woolwich to Rockland.	Knox and Lincoln R. R.	48.86	12	4,386.65	.....	4,386.65	89.78	.....
16	Houlton to New Brunswick Line, n. o.	N. Brunswick and Canada R. R.	8.93	6	194.83	.....	194.83	49.49	.....
17	Caldais to Princeton.	Saint Croix and Penobscot R. R.	21.27	6	969.29	.....	969.29	42.75	.....
18	West Waterville to North Anson.	Somerset R. R.	25.77	6	1,432.28	.....	1,432.28	55.53	.....
19	Mechanics Falls to Gilbertville.	Ramford Falls & Buckfield R. R.	29.47	12	1,380.53	.....	1,380.53	49.59	.....	Pay not fired on 1.65 miles.
20	Farmington to Phillips.	Sandy River R. R.	18.25	12	780.18	.....	780.18	42.75	.....
21	Lewiston to South Auburn.	Grand Trunk Rwy.	5.85	12	250.08	.....	250.08	42.75	.....
	NEW HAMPSHIRE.		1,087.44		120,949.88	19,649.73	140,599.61			
1001	Concord to Nashua.	Concord Railroad Corporation.	36.28	33	7,289.74	1,451.20	8,740.94	200.93	40.00	
1002	Concord to Portsmouth.	do.	56.66	12	4,692.85	.....	4,692.85	78.96	.....
1003	Manchester to North Weare.	do.	19.95	12	852.86	.....	852.86	42.75	.....
1004	Hooksett to Pittsfield.	do.	20.35	6	991.85	.....	991.85	48.74	.....
1005	Concord to Wells River.	Boston, Concord & Montreal R. R.	94.01	27	12,619.90	880.87	13,500.77	134.24	9.37	
1006	Groveton to Wells River.	do.	53.71	11.86	5,648.68	.....	5,648.68	105.17	.....
1007	Wing Road, n. o., to Fabyan House.	do.	13.54	24	5,949.28	.....	5,949.28	70.11	.....
1008	Concord to White River Junction.	Northern R. R.	69.64	17.16	11,789.35	2,828.77	14,618.12	169.39	40.62	

1009	Concord to Claremont Junction, n. o.	54.90	14.70	2,962 68	2,962 68	53 16	
1010	Concord to Petersborough	32.76	8.66	1,400 49	1,400 49	42 75	
1011	Nashua to Greenfield	26.59	18	1,932 56	1,932 56	72 66	
1012	Nashua to Rochester	48.83	12	5,135 45	5,135 45	105 17	
1013	Dover to Alton Bay	24.43	12.05	1,553 14	1,553 14	54 72	
1014	Conway Junction, n. o., to North Conway	71.09	8.57	5,896 20	5,896 20	82 94	
1015	Wellsborough Junction to Wolfborough	12.11	12	517 70	517 70	42 75	
1016	Portsmouth to Dover	11.32	19.06	493 93	493 93	42 75	
1017	Greenfield to Keene	26.84	12	1,275 66	1,275 66	42 75	
1018	Whitefield Junction, n. o., to Meadows	8.52	7.74	364 23	364 23	42 75	
1019	Keene to Bristol	13.11	6	580 45	580 45	42 75	Late br'ch of route No. 1008.
1020	Franklin to Bristol	13.11	6	580 45	580 45	42 75	Late br'ch of route No. 3011.
1021	Rollingsford, n. o., to Great Falls	2.50	24	117 57	117 57	47 08	
VERMONT.							
2001	Burlington to Rouse's Point	709.03		67,086 57	5,100 84	72,187 41	
2002	Windsor to Essex Junction	32.00	20.22	8,543 87	1,225 00	9,768 87	149 63
2003	Bellows Falls to Burlington	14.13	20.22	17,797 00	4,800 00	22,597 00	149 63
2004	Bellows Falls to Windsor	94.00	12.75	17,002 22		17,002 22	161 00
2005	Brattleborough to Bellows Falls	120.39	14.97	4,230 67		4,230 67	161 00
2006	Saint Albans to Canada Line, n. o.	24.02	18	3,902 04		3,902 04	146 21
2007	Saint Albans to Richmond	14.52	6	893 85		893 85	162 45
2008	Leicester Junction to Addison Junction, n. o.	23.91	6	2,002 30		2,002 30	61 56
2009	Richford to Newport	15.02	6	667 75		667 75	69 26
2010	White River Junction to Derby Line	32	6	2,243 53		2,243 53	42 75
2011	South Lunenburg to Swanton	105.30	9.39	15,046 91	2,302 91	17,349 82	70 11
2012	Wells River to Montpelier	118	7.01	8,272 96		8,272 96	130 82
2013	White River Junction to Woodstock	36.90	12	2,521 22		2,521 22	21 87
2014	Burlington to Cambridge Junction, n. o.	14.44	12	617 31		617 31	70 11
2015	Rutland to Bennington	34.47	9	1,473 59		1,473 59	64 96
2016	Brattleborough to South Londonderry	87.00	18.25	7,781 18		7,781 18	42 75
2017	Montpelier to Barre	36.15	6	2,849 02		2,849 02	135 09
2018	North Bennington to State Line, n. o.	1.99	24	277 34		277 34	64 96
		862.48		96,522 02	8,327 91	104,849 93	42 75

Late br'ch of route
No. 2002.
Late br'ch of route
No. 3015.

REPORT OF THE POSTMASTER-GENERAL.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railroad post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
3001	Boston to Portland	Eastern R. R.	199.08	31.54	41,502 75	10,908 00	52,410 75	380 48	100 00	
3002	Boston to East Saugus	do	10.77	12	1,460 41	42 75	1,503 16	42 75		
3003	Salem to Rockport	do	19.69	24.26	1,245 78	63 27	1,245 78	63 27		
3004	Salem to Marblehead	do	3.92	18	167 58	42 75	167 58	42 75		
3005	Salem to Lawrence	do	21.29	16.55	910 14	43 75	910 14	43 75		
3006	Franklin to Valley Falls	New York and New England R. R.	14.40	9.68	615 60	43 75	615 60	43 75		
3007	East Salisbury to Amesbury	Eastern R. R.	4.01	18	174 87	43 61	174 87	43 61		
3008	Wenham to Essex	do	5.41	12	231 27	42 75	231 27	42 75		
3009	Lynn to Marblehead	do	6.07	12.24	259 49	42 75	259 49	42 75		
3010	Wakefield to Peabody	do	8.02	6	342 85	42 75	342 85	42 75		
3011	Boston to Portland	Boston and Maine R. R.	116.33	23.65	18,897 80	3,635 31	22,533 11	162 45	31 25	
3012	Boston to Medford	do	5.31	21	227 00	42 75	227 00	42 75		
3013	Georgetown to Haverhill	do	7.76	12	298 60	38 48	298 60	38 48		
3014	Wakefield to Newburyport	do	30.85	18.61	771 25	25 00	771 25	25 00		
3015	Newton Junction to Merrimac	do	4.85	12	207 23	42 75	207 23	42 75		
3016	Boston to Lowell	Boston and Lowell R. R. Corporation	26.02	41.87	5,072 33	1,301 00	6,373 33	194 94	50 00	
3017	Lowell to Lawrence	do	14.25	21	6,009 18	42 75	6,009 18	42 75		
3018	Winchester to Woburn	do	2.23	21	95 33	42 75	95 33	42 75		
3019	Somerville Station, n. o., to Bedford	do	12.57	19.80	537 36	42 75	537 36	42 75		
3020	Ayer to Lowell	do	16.74	12	1,560 16	83 20	1,560 16	83 20		
3021	Boston to Greenfield	Fitchburg R. R.	105.71	36.24	23,764 66	1,982 06	23,764 66	206 06	18 75	
3022	Greenfield to North Adams	do	37.12	21	7,932 17	194 94	7,932 17	194 94	18 75	
3023	South Acton Depot, n. o., Hudson	do	9.18	18	892 44	42 75	892 44	42 75		
3024	Ayer to Greenville	do	23.83	12	1,466 97	61 56	1,466 97	61 56		
3025	Boston to Albany	Boston and Albany R. R.	98.63	45.11	107,803 05	25,238 07	133,041 12	533 52	185 00	
3026	Grafton Depot, n. o., to Millbury	do	4.46	9	171 62	38 48	171 62	38 48	67 50	
3027	Amundale Station, n. o., to Newton Lower Falls	do	2.09	15	89 34	42 75	89 34	42 75		
3028	South Framingham to Milford	do	12.31	24	526 25	42 75	526 25	42 75		
3029	Pittsfield to North Adams	do	21.18	23.83	1,177 18	211 80	1,388 98	55 58	10 00	
3030	Palmer to Winchendon	do	49.67	12.54	2,505 85	50 45	2,505 85	50 45		
3031	North Brookfield to East Brookfield	do	4.37	27	186 81	42 75	186 81	42 75		
3032	Natick to Saxtonville	do	3.87	12	165 44	42 75	165 44	42 75		
3033	Boston to Beilingham	New York and New England R. R.	31.74	23.48	1,573 96	49 59	1,573 96	49 59		
3034	Boston to Willimantic	do	85.80	28.60	17,679 94	206 06	17,679 94	206 06		

[illegible]

C.—Railroad services as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars, railway post. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars, railway post. Dollars.	Remarks.
RHODE ISLAND.—Continued.										
4003	Vacant.	Providence, Warren and Bristol R. R.	14.39	15.41	935 06	.....	935 06	64 98	.....
4004	Providence to Bristol.....	Fall River, Warren and Providence R. R.	9.95	18	484 96	.....	484 96	48 74	.....
4005	Warren to Fall River.....	Providence and Springfield R. R.	23.15	6	1,603 36	.....	1,603 36	69 36	.....
4006	Providence to Pascoag.....	Narragansett Pier R. R.	9.14	12.9	390 73	.....	390 73	42 75	.....
4007	Kingsdon Depot, n. o., to Narragansett Pier.....	New York, Providence and Boston R. R.	10.77	12	460 41	.....	460 41	42 75	.....
4008	Auburn to Hope.....	Wood River Junction, n. o., to Hope Valley.	5.95	18	254 36	.....	254 36	42 75	.....
4009	Wood River Junction, n. o., to Hope Valley.									
CONNECTICUT.										
5001	Norwich to Worcester.....	New York & New England R. R.	179.37	21	22,305 76	3,105 00	25,410 76	.....	.....
5002	Vacant.	New York, New Haven and Hartford R. R.	60.69	27	5,344 96	.....	5,344 96	88 07	.....
5003	Middletown to Berlin Depot, n. o.....	do	11.15	31	429 05	.....	429 05	38 48	.....
5004	New Haven to New London.....	do	51.71	31	11,760 40	3,878 25	15,638 65	227 43	75 00	
5005	New York to Springfield.....	do	73.23	61.55	91,352 40	23,025 28	114,377 68	673 74	199 08	
5006	Waterbury to Watertown.....	Naugatuck R. R.	6.41	12	274 02	.....	274 02	42 75	135 45	
5007	Hopewell Junction to Providence.....	New York & New England R. R.	187.58	17.50	21,665 16	.....	21,665 16	132 53	.....
5008	Vernon Depot to Rockville.....	do	4.62	24	209 37	.....	209 37	45 32	.....
5009	New London to Palmer.....	Central Vermont R. R.	65.47	18.23	4,982 26	.....	4,982 26	76 10	.....
5010	New Haven to Williamsburgh.....	New Haven & Northampton Co.	85.17	15.03	8,666 04	.....	8,666 04	101 75	.....
5011	Bridgeport to Winsted.....	Naugatuck R. R.	62.03	18.04	6,152 13	.....	6,152 13	99 18	.....
5012	Bridgeport to Pittsfield.....	Housatonic R. R.	110.55	18	11,153 38	.....	11,153 38	100 89	.....
5013	South Norwalk to Danbury.....	Danbury and Norwalk R. R.	23.61	24	2,281 19	.....	2,281 19	96 63	.....
5014	New Haven to Willimantic.....	Boston & New York Air-Line R. R.	54.62	10.41	7,518 96	.....	7,518 96	137 66	.....
5015	Hartford to Saybrook Point.....	Hartford and Connecticut Valley R. R.	44.40	9.7	2,961 03	.....	2,961 03	66 69	.....
5016	Hartford to Springfield.....	New York & New England R. R.	33.01	6	1,411 17	.....	1,411 17	42 75	.....
5017	New Haven to Ansonia.....	New Haven and Derby R. R.	13.29	24	1,806 83	.....	1,806 83	60 71	.....

Late branch of
route No. 5011.
Pay not fixed on
23.88 miles.

[illegible]

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation.	Cost per mile for office cars.
New York—Continued.									
6031	Nineveh Junction, n. o., to Jefferson Junction, n. o.	Delaware and Hudson Canal Co.	21.70	6	964 78	.....	964 78	44 46	.....
6032	Fort Edward to Glens Falls	do	6.31	15	399 23	.....	399 23	63 27	.....
6033	West Chazy to Rome's Point	do	14.78	12½	2,047 17	.....	2,047 17	138 51	.....
6034	Oswego to Richland	Rome Watertown and Ogdensburg R. R.	28.03	12	2,333 14	.....	2,333 14	80 37	.....
6035	Watertown to Cape Vincent	do	28.82	12	1,214 31	.....	1,214 31	47 03	.....
6036	Rome to Ogdensburg	do	141.99	17.07	17,361 11	.....	17,361 11	122 27	.....
6037	Syracuse to Pulaski	do	38.48	18	2,697 83	.....	2,697 83	70 11	.....
6038	Oswego to Lewiston	do	146.64	6	11,534 70	.....	11,534 70	78 66	.....
6039	Watertown to Sackett's Harbor	Utica and Black River R. R.	12.51	12	1,534 80	.....	1,534 80	42 75	.....
6040	Chemung Forks to Norwich	Delaware, Lackawanna and Western R. R.	30.32	12	2,281 27	.....	2,281 27	75 24	.....
6041	Utica to Norwich	do	54.28	12.74	4,455 30	.....	4,455 30	82 08	.....
6042	Oswego to Ithaca	do	34.13	12	2,217 76	.....	2,217 76	64 98	.....
6043	Cassville Junction, n. o., to Richfield Springs	do	22.04	12	1,111 91	.....	1,111 91	50 45	.....
6044	Mineola to Locust Valley	Long Island R. R.	11.54	12	483 33	.....	483 33	42 75	.....
6045	Long Island City to Greenport	do	97.17	12	9,388 56	.....	9,388 56	96 62	.....
6046	Hicksville to Port Jefferson	do	33.50	12	2,176 83	.....	2,176 83	64 98	.....
6047	Vacant	.....	.....	.....	.....	.....	.....	.....	.....
6048	Oswego to Middletown	New York, Ontario and Western Rwy.	249.43	7.76	15,354 91	.....	15,354 91	61 56	.....
6049	Wellsville to Eldred	Bradford, Eldred and Cuba R. R.	23	6	777 13	.....	777 13	43 61	.....
6050	Walton to Delhi	New York, Ontario and Western Rwy.	17.82	6	777 13	.....	777 13	43 61	.....
6051	Clinton to Rome	Rome and Clinton R. R.	13.19	12	563 87	.....	563 87	42 75	.....
6052	Buffalo to Elyria	Lake Shore and Michigan Southern Rwy.	183.76	19.36	385,661 92	.....	385,661 92	945 63	280 00
	Elyria to Millbury		25.50	19.36	116,969 45	.....	116,969 45	315 62	105 31
	Millbury to Toledo		7.80	19.36	.....	.....	.....	287 28	105 31
	Toledo to Elkhart		8	19.36	.....	.....	.....	839 20	315 62
	Elkhart to Chicago		142.70	19.36	.....	.....	.....	460 83	112 50
6053	Rome's Point to Ogdensburg	Ogdensburg and Lake Champlain R. R.	101.62	19.36	10,810 34	.....	10,810 34	713 63	302 50
6054	Chatham to Bennington	Lebanon Springs R. R.	119.28	9	3,212 52	.....	3,212 52	55 58	.....
6055	Schoharie to Middleburgh	Middleburgh and Schoharie R. R.	57.80	9	3,212 52	.....	3,212 52	55 58	.....
			5.50	12	235 12	.....	235 12	42 75	.....

Pay not fixed.

RAILROAD SERVICE IN 1892



6057	Schoharie Junction, n. o., to Schoharie.	4.88	12	218 48	213 48	48 74
6057	Utica to Pandalville.	31.59	12	1,836 64	1,836 64	58 14
6058	Buffalo to Emporium.	123	12	9,404 85	9,404 85	76 95
6059	Clear to Angelica.	40.51	6			
6060	Stancato Junction, n. o., to Stancato.	5.16	21	220 59	220 59	42 75
6061	Brocton to Corry.	44.75	12	3,213 94	3,213 94	71 82
6062	Greycourt, n. o., to McAlister Valley.	21.72	12	928 53	928 53	42 75
6063	Camadangua to Elmira.	60.79	18	7,757 15	7,757 15	111 15
6064	Syracuse to Oswego.	35.60	18.5	3,378 79	3,378 79	94 91
6065	Syracuse to Binghamton.	80.48	18	6,675 01	6,675 01	82 94
6066	Rouse's Point to Canada Line, n. o.	1.20	30	112 86	112 86	94 05
6067	Troy to North Adams.	48.46	30.18	9,873 72	10,782 34	203 75
6068	Shapton to Tottenville.	13	12	555 75	555 75	42 75
6069	Hudson to Chatham.	17.94	18	766 83	766 83	42 75
6070	East Gainesville to Perry.	6.83	12	291 98	291 98	42 75
6071	Syracuse to Earlville.	44.11	11.49	2,187 41	2,187 41	49 59
6072	Lyons to Sayre.	92.62	6	6,968 72	6,968 72	75 24
6073	Rondout to Stamford.	73.64	6	4,596 60	4,596 60	62 42
6074	Vail's Gate Junction, n. o., to Newburgh Junction, n. o.	12.60	22.10	646 38	646 38	51 30
6075	Horsheads to Cortland.	65.17	6	4,457 62	4,457 62	68 40
6076	Freeville to Auburn.	39.70	6	1,697 17	1,697 17	42 75
6077	Saratoga Springs to Schuylersville.	13.55	6			
6078	Port Jervis to Monticello.	24.61	6	1,073 24	1,073 24	43 61
6079	Poughkeepsie to State Line.	44.93	6	1,920 75	1,920 75	42 75
6080	Canastota to Cortland.	49.08	7.62	3,231 42	3,231 42	65 84
6081	Fonda to Northville.	26.92	14.23	1,933 39	1,933 39	71 82
6082	Johnsonville to Greenwich.	14.99	15.37	640 82	640 82	42 75
6083	Montgomery to Rondout.	55.71	6.33	1,892 98	1,892 98	53 01
6084	Sayre to Fair Haven.	117.20	12.82	6,113 15	6,113 15	55 16
6085	Dutchess Junction to Millerston.	57.97	6	3,221 97	3,221 97	55 58
6086	Cooperstown to Cooperstown Junction, n. o.	16.25	12	847 60	847 60	52 16
6087	Utica to Watertown.	91.97	16.86	11,952 42	11,952 42	129 96
6088	Carthage to Ogdensburg.	60.77	12	5,863 76	5,863 76	93 20
6089	Cayuga to Ithaca.	39.15	6	1,874 50	1,874 50	47 88
6090	Sodus Point to Stanley.	34	6	1,453 50	1,453 50	42 75
6091	Buffalo to Jamestown.	68.73	13	4,531 06	4,531 06	64 98
6092	Middletown to Pine Bush.	14.18	6	606 19	606 19	42 75
6093	Long Island City to Sag Harbor.	98.67	12	7,840 04	7,840 04	78 66

Late branch of
route No. 6004.

Pay not fixed.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.		Annual pay for office cars.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post-office cars.		Remarks.
					Dollars.	Cents.	Dollars.	Cents.		Dollars.	Cents.	Dollars.	Cents.	
NEW YORK—Continued.														
6004	Long Island City to Whitestone.	Long Island R. R.	12 06	12	738 72		738 72		738 72					
6005	Saratoga Springs to North Creek.	Adirondack R. R.	57 06	6	4,212 53		4,212 53		4,212 53					
6006	Bath to Hammondport.	Bath and Hammondport R. R.	26 81	21	1,775 36		1,775 36		1,775 36					
6007	Rhinecliff to Boston Corners.	Rhinebeck and Connecticut R. R.	35 70	17 20	1,770 36		1,770 36		1,770 36					
6008	Whitehall to Castleton.	Delaware and Hudson Canal Co.	14 34	15	956 33		956 33		956 33					
6009	Crown Point to Hammondville.	Crown Point Iron Company's Railroad.	11 98	6	460 99		460 99		460 99					
6100	Valley Stream to Oceansus.	Long Island R. R.	8 50	12	363 37		363 37		363 37					
6101	Sidney Plains to New Berlin.	N. Y., Ontario and Western Rwy.	95 44	6	1,087 56		1,087 56		1,087 56					
6102	Rochester to Salamanca.	Rochester and Pittsburgh R. R.	153 14	12	5,310 48		5,310 48		5,310 48					
6103	Corning to Geneva.	Fall Brook Coal Company.	58 25	6	4,432 82		4,432 82		4,432 82					
6104	Springville to Saratoga Junction, n. o.	Springville and Saratoga Rwy.	11 59	12	1,485 47		1,485 47		1,485 47					
6105	Watkinsburg to Rogersfield.	Chattanooga R. R.	34 67	12	1,482 14		1,482 14		1,482 14					
6106	Albany to Troy.	New York Central and Hudson River R. R.	7 37	75	1,518 08		1,518 08		1,518 08					
6107	Mechanicsville to Eagle Bridge.	Boston, Hoosac Tunnel and Western Rwy.	20 47	12	1,557 76		1,557 76		1,557 76					
6108	Attica to Arcade.	Tonawanda Valley R. R.	25 83	6	1,104 23		1,104 23		1,104 23					
6109	New Rochelle to Harlem River, n. o.	New York, New Haven and Hartford R. R.	11 87	14 40	1,765 90		1,765 90		1,765 90					
6110	De Kalb Junction to Norwood.	Rome, Watertown and Ogdensburg R. R.	24 61	18	1,346 65		1,346 65		1,346 65					Late branch of route No. 6036.
6111	Mincola to Hempstead.	Long Island R. R.	2 50	18	106 87		106 87		106 87					Late branch of route No. 6045.
6112	Stewart Junction, n. o., to Babylon.	do.	20 50	6	876 37		876 37		876 37					Do.
6113	Summitville to Ellenville.	N. Y., Ontario and Western Rwy.	8 55	6	372 86		372 86		372 86					Late branch of route No. 6048.
6114	Clove Branch Junction to Clove Valley.	Newburgh, Dutchess and Connecticut R. R.	8 10	6	346 27		346 27		346 27					Late branch of route No. 6053.
6115	Theresa Junction, n. o., to Clayton.	Utica and Black River R. R.	16 23	12	693 83		693 83		693 83					Late branch of route No. 6058.
6116	North Hoosac Junction, n. o., to State Line, n. o.	Troy and Boston R. R.	5 50	27	757 13		757 13		757 13					Late branch of route No. 6062.
6117	Manor Junction, n. o., to Eastport Junction, n. o.	Long Island R. R.	5 37	6										Late branch of route No. 6067. Pay not fixed.

6118	Phœnicia to Hunter	Stones Clove and Catskill Mount- ain R. R.	15.24	6	1,308,125 44	289,000 07	1,597,185 51	10,123 20	136 80	Da.
NEW JERSEY.										
7001	New York to Easton	Central Railroad Company of New Jersey.	74	12	10,123 20		10,123 20			
7002	Somerville to Flemington	do	16.06	18	686 56		686 56		42 75	
7003	Elizabeth to Philadelphia	do	50.15	15	5,960 22		5,960 22		118 85	
7004	New York to Philadelphia	Pennsylvania R. R.	107.48	107	123,715 12	33,577 50	157,293 12	1,381 68	375 00	
7005	Camden to Monmouth Junction	do	53.32	8.09	3,738 26		3,738 26		70 11	
7006	Camden to Hightstown	do	53.13	10.50	3,543 23		3,543 23		68 69	
7007	Burlington to Medford	do	14.37	14	633 06		633 06		42 75	
7008	Trenton to Manunka Chunk, n. o.	do	67.85	27.46	5,453 10		5,453 10		82 37	
7009	Lambertville to Flemington	do	12.52	12	353 22		353 22		42 75	
7010	East Millerton to New Brunswick	do	8.41	12	268 62		268 62		42 75	
7011	Kokkon to Lewistown	do	6.76	12	268 62		268 62		42 75	
7012	Kokkon to Easton	do	10.70	10	457 42		457 42		42 75	
7013	Hoboken to Easton	Morris and Essex R. R.	64.24	10.28	10,371 62		10,371 62		122 12	
7014	Dover to Chester	do	13.84	18.41	565 95		565 95		42 75	
7015	Philadelphia to Atlantic City	Camden and Atlantic R. R.	59.51	13	4,579 29		4,579 29		78 95	
7016	Discontinued January 31, 1892.									
7017	Jersey City to Nyack	Northern Railroad Company of New Jersey.	28.45	12.47	1,727 19		1,727 19		60 71	
7018	Easton to Metuchen	Lehigh Valley R. R.	54	19	4,968 36		4,968 36		92 34	Pay not fixed.
7019	Newfield to Atlantic City	West Jersey R. R.	34.71	6						
7020	Discontinued March 31, 1892.									
7021	Elmer to Salem	West Jersey R. R.	17.01	12	758 26		758 26		44 48	
7022	Woodbury to Swedesborough	do	11.23	12	482 22		482 22		42 75	
7023	Jamesburgh to Sea Girt, n. o.	Pennsylvania R. R.	27.64	12	1,488 96		1,488 96		55 67	
7024	Jersey City to Stony Point	New Jersey and New York R. R.	42.24	12.08	2,303 23		2,303 23		52 16	
7025	Waco-Rio to McAfee Valley	Sussex R. R.	31.11	13.30	1,229 95		1,229 95		42 75	
7026	Sandy Hook, n. o., to Pemberton Junction, n. o.	New Jersey Southern R. R.	65	6	2,778 75		2,778 75		42 75	
7027	Newark to Montclair	Newark and Bloomfield R. R.	0.59	29.64	309 92		309 92		47 03	
7028	Hoboken to Denville	Delaware, Lackawanna and Western R. R.	34.17	30	4,148 57		4,148 57		121 41	
7029	Whiting to Atco	New Jersey Southern R. R.	33.30	6	1,423 57		1,423 57		42 75	
7030	Newark to Patterson	New York, Lake Erie and West- ern R. R.	13.24	15	566 01		566 01		42 75	
7031	Atco to Bridgeton	Vincland R. R.	37.75	6	1,646 27		1,646 27		43 61	
7032	Whiting to Beach Haven	do	30.73	12	1,601 79		1,601 79		43 75	
7033	Bridgeton to Fort Norris	Cumberland and Maurice Riv. R. R.	20.60	12	860 65		860 65		42 75	
7034	Jersey City to Greenwood Lake	N. Y. and Greenwood Lake R. R.	51.10	12	2,184 52		2,184 52		42 75	
7035	Atco Junction, n. o., to Williamstown	Williamstown R. R.	9	16.92	384 75		384 75		42 75	
7036	Summit to Bernardsville	Passaic and Delaware R. R.	14.72	6	629 28		629 28		42 75	
7037	Jersey City to Middletown	New York, Susquehanna and Western R. R.	88.40	10	5,866 76		5,866 76		60 71	
7038	Railway to Perth Amboy	Western R. R.	7.24	12	313 78		313 78		42 75	
7039	Woodbury to Penn's Grove	Delaware River R. R.	20.48	15	875 52		875 52		42 75	
7040	High Bridge to Rockaway	Central Railroad Company of New Jersey.	30.31	6	1,062 43		1,062 43		42 75	Pay not fixed on 4.99 miles.

6111s	Phœnicia to Hunter	Stony Creek and Catskill Mount- ain R. R.	NEW JERSEY.	15. 24	6	1,308,125 44	289,000 07	1,597,185 51	Do.
7001	New York to Easton	Central Railroad Company of New Jersey.	74	12	10, 123 20	10, 123 20	136 80	---	---
7002	Sumerville to Flemington	do	16 06	18	686 56	686 56	42 75	---	---
7003	Elizabeth to Philadelphia	do	50 15	15	5, 960 32	5, 960 32	118 85	---	---
7004	New York to Philadelphia	do	80 52	107 48	123, 715 62	157, 293 12	1,381 68	375 00	---
7005	Camden to Monmouth Junction	Pennsylvania R. R.	53 32	8 09	3, 738 26	3, 738 26	70 11	---	---
7006	Camden to Hightstown	do	53 13	10 50	3, 543 23	3, 543 23	66 61	---	---
7007	Bridgeton to Medford	do	14 97	14	3, 639 96	3, 639 96	42 75	---	---
7008	Camden to Manunka Chuk, n. o.	do	67 85	27 46	5, 453 10	5, 453 10	80 37	---	---
7009	Lambertville to Philadelphia	do	12 52	12	535 23	535 23	42 75	---	---
7010	East Milstone to New Brunswick	do	8 41	12	359 52	359 52	42 75	---	---
7011	Rocky Hill to Monmouth Junction	do	6 78	12	288 96	288 96	42 75	---	---
7012	Kinkora to Lewistown	do	10 70	4	457 42	457 42	42 75	---	---
7013	Hoboken to Easton	Morris and Essex R. R.	84 24	10 28	10, 371 62	10, 371 62	123 12	---	---
7014	Dover to Chester	do	13 94	18 41	595 83	595 83	42 75	---	---
7015	Philadelphia to Atlantic City	Camden and Atlantic R. R.	50 51	13	4, 579 29	43, 579 29	76 85	---	---
7016	Discontinued January 31, 1882.	do	---	---	---	---	---	---	---
7017	Jersey City to Nyack	Northern Railroad Company of New Jersey.	28 45	12 47	1, 727 19	1, 727 19	60 71	---	---
7018	Easton to Metuchen	Lehigh Valley R. R.	54	19	4, 966 36	4, 966 36	92 34	---	Pay not fixed.
7019	Newfield to Atlantic City	West Jersey R. R.	34 71	6	---	---	---	---	---
7020	Discontinued March 31, 1882.	do	---	---	---	---	---	---	---
7021	Elmer to Salem	West Jersey R. R.	17 01	12	756 26	756 26	44 46	---	---
7022	Woodbury to Swedesborough	do	11 28	12	482 22	482 22	42 75	---	---
7023	Jamesburgh to Sea Girt, n. o.	Pennsylvania R. R.	27 64	12	1, 488 96	1, 488 96	53 87	---	---
7024	Jersey City to Stony Point	New Jersey and New York R. R.	42 24	16 06	2, 203 23	2, 203 23	52 16	---	---
7025	Waterloo to McAfee Valley	Sussex R. R.	31 11	15 30	1, 329 95	1, 329 95	42 75	---	---
7026	Sandy Hook, n. o., to Pemberton Junction, n. o.	New Jersey Southern R. R.	65	6	2, 778 75	2, 778 75	42 75	---	---
7027	Newark to Montclair	Newark and Bloomfield R. R.	6 59	29 64	309 92	309 92	47 03	---	---
7028	Hoboken to Denville	Delaware, Lackawanna and Western R. R.	34 17	30	4, 148 57	4, 148 57	121 41	---	---
7029	Whiting to Atco	New Jersey Southern R. R.	33 30	6	1, 423 57	1, 423 57	42 75	---	---
7030	Newark to Patterson	New York, Lake Erie and West- ern R. R.	13 24	15	566 01	566 01	42 75	---	---
7031	Atsion to Bridgeton	Vineyard R. R.	37 75	6	1, 646 27	1, 646 27	43 61	---	---
7032	Whiting to Beach Haven	Tuckerton R. R.	36 73	12	1, 601 79	1, 601 79	43 61	---	---
7033	Bridgeton to Port Norris	Cumtuck Land Maurice Riv. R. R.	20 60	12	880 65	880 65	42 75	---	---
7034	Jersey City to Greenwood Lake	N. Y. and Greenwood Lake R. R.	51 10	12	2, 184 52	2, 184 52	42 75	---	---
7035	Atco Junction, n. o., to Williamstown	Williamstown R. R.	9	16 92	384 75	384 75	42 75	---	---
7036	Summit to Bernardsville	Passaic and Delaware R. R.	14 72	6	629 28	629 28	42 75	---	---
7037	Jersey City to Middletown	New York, Susquehanna and Western R. R.	88 40	10	5, 366 76	5, 366 76	60 71	---	---
7038	Railway to Perth Amboy	Western R. R.	7 34	12	313 78	313 78	42 75	---	---
7039	Woodbury to Penn's Grove	Pennsylvania R. R.	20 48	15	875 52	875 52	42 75	---	---
7040	High Bridge to Rockaway	Central Railroad Company of New Jersey.	30 31	6	1, 062 43	1, 062 43	42 75	---	Pay not fixed on 4.99 miles.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post office cars. Dollars.	Remarks.
New Jersey—Continued.										
7041	Camden to Cape May.	West Jersey R. R.	81.15	12	6,383 25	78 66	6,383 25	78 66		
7042	Delaware Station to Blairstown.	Blairstown R. R.	11.41	6	487 77	42 75	487 77	42 75		
7043	Keyport to Freehold.	Freehold and New York Rwy.	14.96	16.84	666 45	44 46	666 45	44 46		
7044	Trenton to Trenton Junction, n. o.	Philadelphia and Reading R. R.	4.28	12	182 97	42 75	182 97	42 75		
7045	Haddonfield to Marlton.	Philadelphia, Marlton and Medford R. R.	7.24	6						Pay not fixed.
7046	Bordentown to Trenton.	Pennsylvania R. R.	6.04	18	284 38		284 38	48 74		Late branch of route No. 7005.
7047	Jamestown to South Amboy.	do	14.20	10.10	801 30		801 30	56 43		Do.
7048	Branchville Junction, n. o., to Branchville.	Sussex R. R.	6.63	11.09	283 43		283 43	42 75		Late branch of route No. 7025.
7049	Eatontown to Port Monmouth.	New Jersey Southern R. R.	9.80	10.10	418 95		418 95	42 75		Late branch of route No. 7028.
7050	Manchester to Barnegat.	do	22.42	11.81	958 45		958 45	42 75		Do.
7051	Glassborough to Bridgeton.	West Jersey R. R.	21.03	12	1,564 42		1,564 42	74 89		Late branch of route No. 7041.
7052	Belvidere to Andover.	Lehigh and Hudson River Rwy.	24.37	6						Pay not fixed.
7053	Princeton Junction to Princeton.	Pennsylvania R. R.	3.37	36	175 77		175 77	52 16		Late branch of route No. 7004.
PENNSYLVANIA.										
			1,557 20		220,432 13	33,577 50	254,009 63			
8001	Philadelphia to Pittsburgh.	Pennsylvania R. R.	353	38.64	351,616 24	79,425 00	431,041 24	996 08	225 00	
8002	Philadelphia to Pottsville.	Philadelphia and Reading R. R.	92.84	22.70	11,112 94		11,112 94	119 70		
8003	Philadelphia to West Chester.	Philadelphia and Baltimore Central R. R.	26.68	24	3,102 35		3,102 35	116 28		
8004	Philadelphia to Bethlehem.	Philadelphia and Reading R. R.	56.52	40.86	7,973 84		7,973 84	141 08		
8005	Philadelphia to Norristown.	do	16.47	18	943 56		943 56	57 29		
8006	Philadelphia to Darby.	Philadelphia and Darby R. R.	7.05	12	271 28		271 28	38 48		
8007	Bridgeton to Downingtown.	Philadelphia and Reading R. R.	21.64	6	832 70		832 70	38 48		
8008	Chester to Port Deposit.	Philadelphia and Baltimore Central R. R.	59.34	24	5,073 57		5,073 57	85 50		
8009	Honesdale to Lackawanna.	New York, Lake Erie and Western R. R.	26.13	12	1,295 78		1,295 78	49 59		
8010	Easton to Waverly.	Lehigh Valley R. R.	205.57	23.38	28,353 34		28,353 34	142 79		

8011	Penn Haven Junction, n. o., to Mount Carmel	Lohigh Valley R. R.	52.83	15	2,348.82	2,348.82	44.46
8012	Haskie Creek Bridge, n. o., to Audenfeld	do	8.52	6	364.23	364.23	42.75
8013	Pottsville to Herndon	Philadelphia and Reading R. R.	21.03	10.44	4,365.08	4,365.08	53.87
8014	Port Clinton to Williamsport	do	60		600.00		10.00
8015	Sunbury to Tomhickon, n. o.	Pennsylvania R. R.	121.66	7	6,033.11	6,033.11	49.50
8016	Penn Haven Junction, n. o., to Tomhickon	Lohigh Valley R. R.	43.61	6	1,864.32	1,864.32	42.75
8017	Scranton to Northumberland	Delaware, Lackawanna and Western R. R.	24.70	13.72	1,363.82	1,363.82	56.43
8018	Scranton to Carbondale	do	80.89	18	7,262.30	7,262.30	89.78
8019	Binghamton to New Hampton	Delaware, Lackawanna and Western R. R.	17.57	12	1,126.76	1,126.76	64.13
8020	Elmira to Amot	Tioga R. R.	144.56	17.50	15,450.57	15,450.57	106.88
8021	Williamsport to Elmira	Northern Central Rwy.	53.97	12	3,590.25	3,590.25	66.69
8022	Sunbury to Erie	Pennsylvania R. R.	70.71	18	10,222.80	10,222.80	128.25
8023	Sunbury to Mount Carmel	do	36.31	14.15	26,572.89	26,572.89	176.13
8024	Buttville to Carrollton	Northern Central Rwy.	248.68		965.25	965.25	78.66
8025	Irvine to Corry	New York, Lake Erie and Western R. R.	27.44	12	1,173.06	1,173.06	42.75
8026	Strasburgh to Leaman Place	Buffalo, Pittsboro & Western R. R.	25.64	25.87	1,819.67	1,819.67	70.97
8027	Lancaster to Middletown	Pennsylvania R. R.	95.12	12.97	5,855.58	5,855.58	61.56
8028	Harrisburgh to Auburn	do	5.40	0	230.85	230.85	42.75
8029	Newcastle to Elmwood	Philadelphia and Reading R. R.	31.64	14.51	2,353.69	2,353.69	74.30
8030	Harrisburgh to Elmwood	do	53.74	7.79	2,512.84	2,512.84	42.75
8031	Columbia to Sinking Spring	Pennsylvania R. R.	15.43	12	1,570.04	1,570.04	101.75
8032	Columbia to Frederick	Reading and Columbia R. R.	94.63	12.31	2,220.58	2,220.58	97.47
8033	Junction, n. o., to East Berlin	Pennsylvania R. R.	40.34	15.82	2,059.18	2,059.18	51.30
8034	Huntingdon to Mount Dallas Station, n. o.	Hanover Junction R. R.	69.32	7.14	3,507.28	3,507.28	54.45
8035	Tyone to Curwinstown	Huntingdon Railroad & Coal Co.	7.36	6	314.64	314.64	42.75
8036	Altoona to Henrietta	Pennsylvania R. R.	45.15	12	3,358.70	3,358.70	74.39
8037	Cresson to Ebensburg	do	47.66	11.16	3,178.44	3,178.44	66.69
8038	Ebensburg to Altoona	do	22.32	12	1,471.69	1,471.69	42.75
8039	Washington to Wheeling	do	6.80				
8040	Pittsburgh to Oil City	Baltimore and Ohio R. R.	10.86	6	479.27	479.27	46.41
8041	Branch Junction to Indiana	Allegheny Valley R. R.	55.66	12	3,242.08	3,242.08	69.71
8042	Meadville to Oil City	Pennsylvania R. R.	32.94	12	1,672.09	1,672.09	73.53
8043	Erie to New Castle	New York, Pennsylvania and Ohio R. R.	132.06	13	1,441.83	1,441.83	44.46
8044	Oil City to Ashtabula	do	19.13	12	1,065.11	1,065.11	129.86
8045	Bethlehem to Pen Argyl	Pennsylvania R. R.	36.62	18	2,223.20	2,223.20	60.71
8046	Downington to New Holland	Lake Shore and Michigan Southern Rwy.	99.24	12	8,315.31	8,315.31	88.79
8047		do	87.56	9.4	5,240.46	5,240.46	59.85
8048		do	29.33	6	1,283.85	1,283.85	42.75
8049		do	27.06	10	1,444.31	1,444.31	52.16

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.		Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.		Cost per mile for office cars.	Remarks.
					Dollars.	Miles.			Dollars.	Dollars.		
PENNSYLVANIA—Continued.												
8048	West Chester to Frazer	Pennsylvania R. R.	7.14	6	274.74	1,639.73	274.74	274.74	38.48	274.74	.....
8049	Lewistown Junction, n. o., to Milroy	do	12.94	12	553.18	1,567.72	553.18	553.18	42.75	553.18	.....
8050	Pottsville to Frackville	Philadelphia and Reading R. R.	11.62	10.47	496.75	1,388.51	496.75	496.75	42.75	496.75	.....
8051	Greenville to Hilliard's	Shenango and Allegheny R. R.	46.40	12	2,102.84	1,855.35	2,102.84	2,102.84	45.32	2,102.84	.....
8052	Carlisle to Pine Grove Furnace	South Mountain Railway and Mining Company.	18.92	12	1,808.83	1,032.41	1,808.83	1,808.83	42.75	1,808.83	.....
8053	Freeport to Butler	Pennsylvania R. R.	22.14	12	1,287.21	1,583.96	1,287.21	1,287.21	58.14	1,287.21	.....
8054	Wilmington to Reading	Wilmington and Northern R. R.	73.08	6	3,124.17	206.91	3,124.17	3,124.17	42.75	3,124.17	.....
8055	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis Rwy.	23.40	21	1,787.58	16,708.05	1,787.58	1,787.58	76.10	1,787.58	.....
8056	Perkinston Junction, n. o., to Emaus	Perkinston R. R.	37.60	7.75	1,639.73	206.91	1,639.73	1,639.73	43.61	1,639.73	.....
8057	Pottstown to Barto's	Philadelphia and Reading R. R.	13.98	9.43	567.72	1,583.96	567.72	567.72	42.75	567.72	.....
8058	Jeddo to Freehold	Lehigh Valley R. R.	3.24	6	138.51	1,583.96	138.51	138.51	42.75	138.51	.....
8059	Lebanon to Tower City	Philadelphia and Reading R. R.	43.40	10.99	1,855.35	1,032.41	1,855.35	1,855.35	42.75	1,855.35	.....
8060	Towanda to Bernice	State Line and Sullivan R. R.	24.15	6	1,032.41	1,583.96	1,032.41	1,032.41	42.75	1,032.41	.....
8061	Schuylkill Haven to Glen Carbon	Philadelphia and Reading R. R.	13.66	10.4	583.96	206.91	583.96	583.96	42.75	583.96	.....
8062	Tipton to Kutztown	do	4.84	21	206.91	16,708.05	206.91	206.91	111.15	206.91	.....
8063	Pittsburgh to Cumberland	Baltimore and Ohio R. R.	150.32	19.16	16,708.05	1,673.23	16,708.05	16,708.05	42.75	16,708.05	.....
8064	Carbondale to Susquehanna	New York, Lake Erie and Western R. R.	39.14	6	1,673.23	3,594.16	1,673.23	1,673.23	68.40	1,673.23	.....
8065	Corning to Antrim	Fall Brook Coal Company	52.40	12	3,594.16	505.73	3,594.16	3,594.16	42.75	3,594.16	.....
8066	Phoenixville to Uwchland	Philadelphia and Reading R. R.	11.83	6	505.73	1,814.73	505.73	505.73	42.75	505.73	.....
8067	Lewistown to Spring Mills	Pennsylvania R. R.	42.45	7.32	1,814.73	602.77	1,814.73	1,814.73	42.75	1,814.73	.....
8068	Union City to Titusville	Buffalo, Pittsburgh and West n. R. R.	14.10	6	602.77	601.47	602.77	602.77	34.48	602.77	.....
8069	Towanda to Barclay	Towanda Coal Company	17.19	6	601.47	1,939.56	601.47	601.47	42.75	601.47	.....
8070	Rockwood to Johnstown	Somerset and Cambria R. R.	45.37	12	1,939.56	938.78	1,939.56	1,939.56	42.75	1,939.56	.....
8071	mond Furnace, n. o., to Richmond Junction	South Penn Junction, n. o., to Richmond Furnace.	19.38	6	938.78	2,594.66	938.78	938.78	42.75	938.78	.....
8072	Branch, Merersburgh Junction, n. o., to Merersburgh	Cumberland Valley R. R.	2.58	12	2,594.66	11,556.63	2,594.66	2,594.66	57.29	2,594.66	.....
8073	Mount Dallas Station, n. o., to Cumberland	Pennsylvania R. R.	45.29	12	11,556.63	279.36	11,556.63	11,556.63	129.11	11,556.63	.....
8074	Albion to Harrisburgh	Philadelphia and Reading R. R.	89.51	26.21	279.36	506.97	279.36	279.36	38.48	279.36	.....
8075	Conshohocken to Flourtown	do	7.36	6	506.97	.....	506.97	506.97	51.16	506.97	.....
8075	Landisale to Doylestown	do	10.87	13	506.97	.....	506.97	506.97	51.16	506.97	.....

[illegible]

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
PENNSYLVANIA—Continued.										
8118	Ladrobe to Ligonier	Ligonier Valley R. R.	10.67	6	456 14		456 14	42 75		
8119	Shenandoah to Mahanoy Plane	Philadelphia and Reading R. R.	6.00	12	294 97		294 97	42 75		
8120	Salisbury Junction, n. o., to Elk Lick	Salisbury R. R.	9.35	6	399 71		399 71	42 75		
8121	Bradford to Olean	Olean, Bradford and Warren R. R.	23.90	12	1,226 07		1,226 07	51 30		
8122	Elkried to Bradford	Kendall and Eldred R. R.	17.50	12	748 12		748 12	42 75		
8123	Pittsburgh to Youngstown	Pittsburgh and Lake Erie R. R.	70.83	22.53	10,613 25		10,613 25	149 63		
8124	Columbia to Port Deposit	Pennsylvania R. R.	39.62	6	1,524 57		1,524 57	38 48		
8125	Allegheny to Wirttenburg	Pittsburgh and Western R. R.	47.20	6	2,017 80		2,017 80	42 75		
8126	Brownsville to Walnut Bottom	Harrisburgh and Potomac R. R.	25.63	6	876 54		876 54	34 20		
8127	Montour Junction, n. o., to Imperial	Montour R. R.	10.97	15.84	468 96		468 96	42 75		
8128	Portland to Pen Argyl	Bangor and Portland Rwy.	15.28	6	368 93		368 93	42 75		On 6.65 miles pay not fixed.
8129	Irwin's Station to Scwickley, n. o.	Penn Gas Coal Company's Youngbushy R. R.	9.79	6	334 81		334 81	54 20		
8130	Daguecabonda to Dagus Mines	Northwestern Mining and Exchange Company.	6.01	6	256 92		256 92	42 75		
8131	Lancaster to Pomeroy	Pennsylvania R. R.	18.64	6	796 86		796 86	42 75		
8132	Bradford to Smithport	Bradford, Bordell and Kinzua R. R.	26.05	12	1,113 63		1,113 63	42 75		
8133	Kinzua Junction, n. o., to Southard	do	4.84	12	211 18		211 18	42 75		
8134	Lumber Yard, n. o., to Ebervale	Lehigh Valley R. R.	6.23	12	266 33		266 33	42 75		Late branch of route No. 8016.
8135	Tunnel to Eckley	do	2.24	6	95 76		95 76	42 75		Do.
8136	Blossburgh to Morris Run	Tioga R. R.	4.09	12	174 84		174 84	42 75		Late branch of route No. 8020.
8137	Junction to Quarryville	Reading and Columbia R. R.	23.50	14.22	1,004 62		1,004 62	42 75		Late branch of route No. 8031.
8138	Saxton to Dudley	Huntington and Broad Top Mountain Railroad and Coal Company.	6.18	6	264 19		264 19	42 75		Late branch of route No. 8034.
8139	Lawrenceville to Elkland	Fall Brook Coal Company								Late branch of route No. 8065.
8140	Duncansville to Newry	Pennsylvania R. R.	3.18	12	135 94		135 94	42 75		Late branch of route No. 8036.
8141	Broad Ford to Mount Pleasant	Baltimore and Ohio R. R.	10.45	6	446 74		446 74	42 75		Late branch of route 8063.

		12 98	12	554 89	81,020 25	554 89	42 75	Do.
8142	Connellsville to Unloutown.....	5,409 08		710,641 80		701,662 05		
DELAWARE.								
9301	Wilmington to Delmar.....	07 02	12 06	12,442 81		12,442 81	128 25	
9502	Delmar to Crisfield.....	38	6	3,151 72		3,151 72	82 94	
9503	Crisfield to Oxford.....	54 50	6	2,795 85		2,795 85	51 30	
9504	Harrington to Lewes.....	40	12	2,052 00		2,052 00	51 30	
9505	Wilmington to Landenburgh.....	20 55	6	878 51		878 51	42 75	
9506	Georgetown to Selbyville.....	20 77	6	1,029 98		1,029 98	49 59	
		270 84		22,350 87		22,350 87		
MARYLAND.								
10001	Baltimore to Philadelphia.....	96	57 75	53,434 56	9,600 00	63,034 56	556 61	100 00
10002	Baltimore to Sunbury.....	137 80	23 83	26,301 45	3,445 00	29,836 45	191 52	25 00
10003	Baltimore to Wheeling.....	394 30	27 47	119,342 78	27,354 40	146,697 18	302 67	40 00
10004	Araby to Frederick.....	3 11	27	175 49		175 49	56 43	
10005	Weyerton to Hagerstown.....	24 56	12	1,427 91		1,427 91	58 14	
10006	Baltimore to Williamsport.....	93 20	12	7,092 52		7,092 52	76 10	
10007	Annapolis to Annapolis Junction.....	21 11	15	1,407 82		1,407 82	66 69	
10008	Annapolis to Seaford.....	33 61	6	1,494 30		1,494 30	44 46	
10009	Selbyville to Ocean City.....	30 63	6	1,311 57		1,311 57	42 75	
10010	Towson to Centerville.....	35 19	6	1,504 37		1,504 37	42 75	
10011	Cumberland to Piedmont.....	33 76	12	1,818 65		1,818 65	53 87	
10012	Clayton to Chestertown.....	32 73	6	2,126 79		2,126 79	64 96	
10013	Bay View, n. o., to Washington.....	46 10	49 6	25,620 07	4,610 00	30,230 07	555 75	100 00
10014	Berie to Pope's Creek.....	48 89	6	2,968 11		2,968 11	60 71	
10015	Newtown Junction, n. o., to Pocomoke City.....	9 75	12	416 81		416 81	42 75	
10016	Wescester R. R. to Pocomoke City.....	36 03	6	1,663 50		1,663 50	46 17	
10017	Baltimore to Harper's Ferry.....	81 13	12 33	5,688 02		5,688 02	70 11	
10018	Frederick to Rocky Ridge.....	6 50	211 64	38 48		38 48	38 48	
10019	Frederick to Rocky Ridge.....	7 26	18	310 36		310 36	42 75	
10020	Valley Junction, n. o., to Glyndon.....	20 30	12	1,475 40		1,475 40	72 68	
10021	Edgemont to Chambersburg.....	21 00	12	936 21		936 21	42 75	
10022	Baltimore to Towson.....	7 31	6	175 70		175 70	42 75	
10023	Perryville to Port Deposit.....	4 11	21	256,994 03	45,009 40	302,003 43		
		1,224 33						
VIRGINIA.								
11001	Washington to Richmond.....	116	20	36,498 24	13,920 00	50,418 24	314 64	120 00
11002	Alexandria to Lynchburg.....	167 71	14	41,206 91	13,416 80	54,713 71	246 24	80 00

For 293.75 miles.
For 80 00
For 96.36 miles.

Pay not fixed.
Late branch
of
Route No. 10001.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
VIRGINIA—Continued.										
11003	Manassas to Strasburg.	Virginia Midland Rwy.	62.55	6	Dollars. 3,585.48	Dollars. 57.20	Dollars. 2,585.48	Dollars. 57.20		90.72 miles, no pay fixed. 141.74 miles R. P. O. cars, at \$80 per mile.
11004	Alexandria to Round Hill.	Washington and Ohio R. R.	52.20	10.37	2,990.53	57.28	2,560.53	57.28		
11005	Newport News to Asland.	Chesapeake and Ohio Rwy.	510.18	13	40,167.48		40,167.48	95.76		
11006	Richmond to Charlotte.	Richmond and Danville R. R.	282.34	21	60,832.97	14,864.20	75,687.17	215.46	25.00	
11007	Richmond to West Point.	do	40.50	9	2,043.22		2,043.22	50.45		93 miles pay not fixed. Pay on 90.92 miles not fixed. No pay fixed on 32.50 miles. No pay fixed.
11008	Richmond to Petersburg.	Richmond and Petersburg R. R.	23.39	28	5,069.72	1,871.20	6,970.82	219.63	80.00	
11009	Petersburg to Weldon.	Petersburg R. R.	65.31	17.5	13,178.25	5,234.80	18,403.05	201.78	80.00	
11010	Petersburg to City Point.	Norfolk and Western R. R.	10.46	6	8,447.16		8,447.16	42.75		
11011	Petersburg to Norfolk.	do	82.14	7	8,427.56		8,427.56	102.60		
11012	Petersburg to Lynchburg.	do	123.79	7	6,668.56		6,668.56	53.87		
11013	Lynchburg to Bristol.	do	205.32	7	36,374.98	5,138.00	41,512.98	176.99	25.00	
11014	Glade Spring to Sulphur.	do	10.03	6	4,228.78		4,228.78	42.75		
11015	Portsmouth to Weldon.	Seaboard and Roanoke R. R.	79.31	14	5,337.39		5,337.39	67.55		
11016	Lynchburg to Danville Junction, n. o.	Virginia Midland Rwy.	66.34	6	11,684.46	5,307.20	16,991.66	176.18	80.00	
11017	Bermuda Hundred to Winterhook.	Bright Hope Rwy.	64.25	33	641.25		641.25	34.20		
11018	Washington to Alexandria.	Alexandria and Washington R. R.	23.61	33	1,783.53	175.00	1,958.53	254.79	25.00	
11019	Sutherland to Milton.	Milton and Sutherland Narrow Gauge R. R.	7	12	299.25		299.25	42.75		
11020	Fredericksburgh to Orange Court-House.	Potomac, Fredericksburgh and Piedmont R. R.	38.83	6	1,659.98		1,659.98	42.75		
11021	Hagerstown to Roanoke.	Shenandoah Valley R. R.	236.41	7	7,970.72		7,970.72	55.58		
11022	Elba to Rocky Mount.	Virginia Midland Rwy.	37.23	6	1,591.68		1,591.58	42.75		
11023	Richmond to Lynchburg.	Richmond and Alleghany R. R.	147.50	6	2,515.54		2,515.54	44.46		
11024	Owl Run to Warrenton.	Virginia Midland Rwy.	9.17	7	392.01		392.01	42.75		
11025	Orange to Gordonsville.	do	9.79	9.50	594.35		594.35	60.71		
11026	Norfolk to Edenton.	Elizabeth City and Norfolk R. R.	74.05	6	2,959.59		2,959.59	64.13		
11027	Clifton Forge to Lynchburg.	Richmond and Alleghany R. R.	87.47	6	2,349.96		2,349.96	42.75		
11028	Danville to Stockton.	Danville and New River R. R.	33.70	6						

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C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
SOUTH CAROLINA—Continued.										
14007	Chester C. H. to Lincolnton	Chester and Lenoir Narrow Gauge R. R.	65.17	6	3,126 85		3,126 85	47 98		
14008	Alston to Spartanburgh	Columbia and Greenville R. R.	85.50	6	2,928 37		2,928 37	42 75		
14009	Hodges to Abbeville	do	11.82	6	505 30		505 30	42 75		
14010	Port Royal to Augusta	Port Royal and Augusta R. R.	110.74	7	5,777 76		5,777 76	52 10		
14011	Spartanburgh C. H. to Hendersonsville	Asheville and Spartanburgh R. R.	51.25	6	2,190 83		2,190 83	42 75		
14012	Newberry C. H. to Laurens C. H.	Laurens Rwy	31.93	6	1,365 00		1,365 00	42 75		
14013	Chester to Lancaster	Chester and Chester R. R.	30.20	6	1,291 04		1,291 04	42 75		
14014	Cheraw to Wadesborough	Cheraw and Salisbury R. R.	26.02	6	1,112 35		1,112 35	42 75		
14015	Lanes to Sumter	Central Railroad Company of South Carolina.	40.00	6						No pay fixed.
14016	Belton to Walhalla	Columbia and Greenville R. R.	43.53	6	1,890 90		1,890 90	42 75		
14017	Branchville to Augusta	South Carolina R. R.	75.45	21	6,644 88		6,644 88	88 07		
14018	Kingville to Camden	do	38.03	9.5	2,135 72		2,135 72	54 72		
GEORGIA.										
15001	Atlanta to Air Line Junction	At'ta and Ch'lotte Air Line Rwy	280.33	14	49,510 93	21,546 40	71,057 33	188 83	80 00	
15002	Atlanta to Chattanooga	Western and Atlantic R. R.	188.47	14	24,441 58	9,000 55	32,442 13	169 29	65 00	
15003	Atlanta to West Point	Atlanta and West Point R. R.	86.60	14	11,893 07	4,330 00	19,213 07	171 86	50 00	
15004	Augusta to Atlanta	Georgia Railroad and Banking Company.	172.59	14	21,397 70	2,588 85	23,986 55	123 98	15 00	
15005	Millen to Augusta	Central Railroad and Banking Company.	53.57	14	3,527 04		3,527 04	65 84		
15006	Washington to Barnett	Georgia Railroad and Banking Company.	18.56	6	793 44		793 44	42 75		
15007	Union Point to Athens	do	40.95	7	2,080 71		2,080 71	49 59		
15008	Kingston to Rome	Rome R. R.	20.32	9.5	868 68		868 68	42 75		
15009	Savannah to Jacksonville	Savannah, Florida & West. Rwy.	172.75	14	29,098 01	6,153 35	35,251 36	168 44	35 02	
15010	Savannah to Macon	Central Railroad and Banking Company.	103.44	14	14,554 42		14,554 42	75 24		
15011	Macon to Columbus	Southwestern R. R.	100.47	6	6,356 73		6,356 73	63 27		
15012	Atlanta to Atlanta	Central Railroad and Banking Company.	103.80	14	14,199 84		14,199 84	136 80		
15013	Macon to Brunswick	Macon and Brunswick R. R.	190.58	11.63	16,294 59		16,294 59	85 50		

No.	Name	Company	700 52	700 52	42 75
15014	Gordon to Milledgeville.....	Central Railroad and Banking Company.	6	700 52	42 75
15015	Edenton to Milledgeville.....	do	6	937 93	42 75
15016	Macon to Edenton.....	Southwestern R. R.	7	12,434 96	86 36
15017	Fort Valley to Perry.....	do	6	569 43	42 75
15018	Waycross to Du Pont.....	Savannah, Florida & West'n Rwy.	7	11,790 65	{ 133 95 58 24 }
15019	Du Pont to Albany.....	Central Railroad and Banking Company.	6	702 38	42 75
15020	Barnesville to Thomaston.....	do	6	1,562 51	42 75
15021	Cartersville to Cedartown.....	Georgia Railroad and Banking Company.	9	5,375 55	68 40
15022	Cumak to Macon.....	do	6	2,570 13	42 75
15023	Griffin to Carrollton.....	Savannah, Griffin and North Alabama R. R.	6	6,633 56	38 48
15024	Brunswick to Albany.....	Brunswick and Albany R. R.	6	1,397 92	42 75
15025	Columbus to Hood.....	Columbus and Home R. R.	6	1,836 81	45 32
15026	Athena to Belton.....	Northeastern R. R. of Georgia	7	2,155 45	42 75
15027	Toccoa to Elberton.....	Elberton Air Line R. R.	6	454 00	42 75
15028	Vacant.....	Louisville and Wadley R. R.	12	427 50	42 75
15029	Wadley to Louisville.....	Hartwell Railroad Construction and Operating Company.	6	1,040 53	42 75
15030	Hartwell to Bowersville.....	do	6	1,581 75	42 75
15031	Maricotta to Canton.....	Maricotta and N. Georgia R. R.	7	423 22	42 75
15032	Thomasville to Bainbridge.....	Savannah, Florida & West'n Rwy.	6	307 80	42 75
15033	Talbotton to Lawrenceville.....	Lawrenceville Branch R. R.	6	470 25	42 75
15034	Talbotton to Beattie, n. o.....	Walton R. R.	14	6,641 15	135 95
15035	Monroe to Social Circle.....	Roswell R. R.	6	432 72	42 75
15036	Kewell Junction, n. o., to Roswell.....	Savannah, Florida & West'n Rwy.	6	1,461 28	60 71
15037	Dumont to Live Oak.....	Augusta and Knoxville R. R.	6	1,242 48	34 30
15038	Augusta to Greenwood.....	Macon and Brunswick R. R.	7	290,187 22	43,619 15
15039	Cedarbar to Hawkinsville.....	Southwestern R. R.	7	303,806 37	
15040	Smithville to Albany.....	do	6		
15041	Albany to Blakely.....	do	6		
15042	Cuthbert to Fort Gaines.....	do	6		
FLORIDA.					
16001	Fernandina to Cedar Keys.....	Florida Transit R. R.	6	8,577 46	55 41
16002	Lake City to Chattahoochee.....	Jacksonville, Pensacola and Mobile R. R.	7	9,595 35	61 56
16003	Pensacola to Whiting Junction, n. o.....	Louisville and Nashville R. R.	7	1,920 74	42 41
16004	Toledo to Saint Augustine.....	Saint John's Rwy.	6	778 06	49 59
16005	Pensacola to Millview.....	Pensacola and Perdido R. R.	6	356 10	42 75
16006	Jacksonville to Lake City.....	Florida Central R. R.	9,25	6,271 47	103 97
16007	Sanford to Kissimmee.....	South Florida R. R.	6	1,003 48	42 75
16008	Volusia to Leesburgh.....	St. John's and Lake Eustis Rwy.	6	2,340 56	42 75
16009	Hart's Road to Jacksonville.....	Fernandina and Jacksonville R. R.	13	1,551 87	66 69
16010	Vacant.....				
16011	Waldo to Ocala.....	Florida Transit R. R.	6	2,262 80	47 88

**0.95 miles no pay
fixed.**

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
TENNESSEE—Continued.										
19013	Tullahoma to Rock Island.....	Nashville, Chattanooga and Saint Louis Rwy.	Miles. 48.62	6	Dollars. 1,515 06		Dollars. 1,515 06	Dollars. 42 75		12.18 miles pay not fixed.
19014	Knoxville to Maryville.....	Knoxville and Augusta R. R.	18.45	6	788 73		788 73	42 75		No pay fixed.
19015	Columbia to Petersburg.....	Duck River Valley R. R.	25.37	6	1,512 06		1,512 06	42 75		
19016	Dickson to Graham.....	Nashville and Tusculum R. R.	21	6	897 75		897 75	42 75		
19017	Columbia to Terry.....	Nashville and Florence R. R.	14.28	12	533 52		533 52	42 75		No pay fixed.
19018	Johnson City to Hampton.....	East Tennessee and Western North Carolina R. R.	15.20	6						
19019	Moscow to Somerville.....	Memphis and Charleston R. R.	13.67	6	584 39		584 39	42 75		
19020	Wartrace Depot to Shelbyville.....	Nashville, Chattanooga and Saint Louis Rwy.	8.37	18	357 81		357 81	42 75		No pay fixed.
19021	Spring City to Jewett	Tenn. and Sequatchie Valley R. R.	12	6						
			1,131.57		109,878 64	7,940 00	117,818 64			
KENTUCKY.										
20001	Ashland to Geigersville	Ashland Coal and Iron Rwy	14.02	6	599 35		599 35	42 75		16.87 miles no pay fixed.
20002	Covington to Lexington.....	Kentucky Central R. R.	99.98	19.14	11,112 77		11,112 77	111 15		
20003	La Grange to Lexington.....	Louisville and Nashville R. R.	67.25	18	5,577 71		5,577 71	82 94		
20004	Cincinnati to Louisville	do	130	23.59	30,848 40	{ 6,522 00	37,370 40	280 44	80 00	4 miles no pay fixed.
20005	Louisville to Nashville	do	112.13	15.44	46,561 26	8,920 80	55,482 06	251 37	30 00	
20006	Bardstown Junction to Bardstown.....	do	73.10	6	768 64		768 64	42 75		
20007	Lebanon Junction to Livingston Station.....	do	17.98	6	7,465 27		7,465 27	66 69		16.87 miles no pay fixed.
20008	Bowling Green to Memphis.....	do	111.94	6	49,057 84	7,896 00	56,953 84	186 39	30 00	
20009	Paducah to Dyersburgh.....	Chesapeake, Ohio and Southwestern R. R.	253.20	13.46	8,183 59		8,183 59	42 75		
20010	Elizabethtown to Paducah.....	Paducah and Elizabethtown R. R.	91.34	6	15,177 82		15,177 82	81 23		4 miles no pay fixed.
20011	Glasgow Junction to Glasgow.....	Louisville and Nashville R. R.	186.85	7	518 54		518 54	47 88		
20012	Anchorage to Shelbyville.....	do	10.83	12	836 87		836 87	43 61		
20013	Willard to Greensburg.....	Eastern Kentucky R. R.	19.19	6	1,485 99		1,485 99	42 75		4 miles no pay fixed.
20014	Owensboro to Bowling Green.....	Owensboro and Nashville R. R.	34.76	6	1,790 97		1,790 97	50 45		
20015	Mayville to Paris.....	Kentucky Central R. R.	39.50	9	3,253 31		3,253 31	64 13		
20016	Lexington to Mount Sterling.....	Chesapeake and Ohio Rwy	84.19	12	2,221 66		2,221 66	64 96		

			4	14	240 00	1, 194 20	238 55	60 00	
20017	Cincinnati Junction to Louisville and Nashville Junction.	Louisville and Nashville R. R. . . .	46.75	6	4, 476 78	4, 476 78	95 76	60 00	
20018	Louisville to Cecilia.	Chesapeake, Ohio and Southwestern R. R. . . .	17.08	8.1	720 17	720 17	42 75	42 75	
20019	Johnson's Junction to Hillsborough.	Cincinnati and Southeastern Rwy. . . .	337.50	8.01	45, 306 00	45, 306 00	134 24	134 24	
20020	Cincinnati to Chattanooga.	Cincinnati, New Orleans and Texas Pacific Rwy. . . .	5.62	18	240 25	240 25	42 75	42 75	
20021	Harrodsburgh to Harrodsburgh Junction.	Southwestern R. R. . . .	19.68	6	841 32	841 32	42 75	42 75	
20022	Mont Sterling to Cornwell.	Coal Road Construction Company . . .	11	6	470 25	470 25	42 75	42 75	
20023	Louisville to Prospect, Mo.	Louisville and Nashville R. R. . . .	32	6	1, 368 00	1, 368 00	42 75	42 75	
20024	Lebanon to Greensburg.	do	142.92	10.10	10, 106 41	10, 106 41	98 29	98 29	
20025	Lebanon to Nashville.	do	23.97	12	689 55	689 55	42 75	42 75	9.84 miles no pay fixed.
20026	Shelbyville to Bloomfield.	do	43.39	6	1, 892 23	1, 892 23	43 61	43 61	No pay fixed.
20027	Ashtand to Peach Orchard.	Chattahoochee Rwy. . . .	10.67	6	1, 474 02	1, 474 02	42 75	42 75	Do.
20028	King's Mountain Station to Middleburg.	Cincinnati, Green River and Nashville R. R. . . .	76.50	6	1, 474 02	1, 474 02	42 75	42 75	
20029	Mont Sterling to Gelesville.	Chesapeake and Ohio Rwy. . . .	34.48	6	249, 009 17	272, 587 97			
20030	Richmond Junction to Richmond.	Louisville and Nashville R. R. . . .	2, 147.55		23, 578 80	272, 587 97			
OHIO.									
21001	Bellaire to Columbus.	Central Ohio R. R. . . .	106.03	21	24, 055 28	4, 241 20	191 94	40 00	
21002	Pittsburgh to Chicago.	Pennsylvania Company	468.20	32.85	168, 932 02	180, 524 02	102 60	35 00	
21003	Pittsburgh to Bellaire.	do	94.68	16	10, 665 53	10, 665 53	112 86		
21004	Hudson to Columbus.	Cleveland, Mount Vernon and Delaware R. R. . . .	146.68	12	11, 533 91	11, 533 91	78 66		
21005	Cleveland to Sharpsville.	New York, Pennsylvania and Ohio R. R. . . .	84.50	21	9, 031 36	9, 031 36	106 88		
21006	Cleveland to Wellsville.	Pennsylvania Company	101.90	24	15, 333 91	15, 333 91	150 48		
21007	Elyria to Millbury.	Lake Shore and Michigan Southern R. R. . . .	74.86	16.5	54, 276 49	15, 743 80	725 04	210 81	
21008	Bayard to New Philadelphia.	Pennsylvania Company	32.39	6	1, 856 62	1, 856 62	57 29		
21009	Cleveland to Sherrodsville.	Conotton Valley R. R. . . .	106.14	12	1, 744 20	1, 744 20	42 75	40 00	
21010	Sandusky to Newark.	Baltimore and Ohio R. R. . . .	98.88	14.55	20, 256 52	23, 811 72	201 78	40 00	
21011	Xenia to Dayton.	Pittsburgh, Cincinnati and Saint Louis Rwy. . . .	16.89	18	1, 198 68	1, 198 68	70 97		
21012	Springfield to Sandusky.	Indiana, Bloomington and Western Rwy. . . .	131.35	18	9, 771 12	9, 771 12	74 39		
21013	Columbus to Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis R. R. . . .	25.70	13	2, 922 60	2, 922 60	113 72		
21014	Columbus to Cincinnati.	Pittsburgh, Cincinnati and Saint Louis Rwy. . . .	120.16	20.45	85, 855 74	12, 016 00	298 40	100 00	
21015	Columbus to Indianapolis.	do	189.07	18.9	88, 198 85	22, 623 75	468 54	125 00	
21016	Gallon to Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis R. R. . . .	203.96	23	35, 574 70	5, 099 00	174 42	25 00	
21017	Blanchester to Hillsborough.	do	21	12	1, 185 03	1, 185 03	56 43		
21018	Portsmouth to Hamden Junction.	Marietta and Cincinnati R. R. . . .	56	13	4, 070 06	4, 070 06	73 68		

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
OHIO—Continued.										
21019	Toledo to Quincy	Wabash, St. Louis & Pacific Rwy	362.14	15.65	90,883 90	23,877 60	114,761 50	191 52	40 00	
21020	Sandusky to Bloomington	Lake Erie and Western Rwy	122.40	6	23,509 15	61 56	23,569 15	61 56	50 00	
21021	Carry to Findlay	Indiana, Bloomington and Western Rwy.	381.89	12	684 00	.....	684 00	42 75	.....
21022	Dayton to Union City	Dayton and Union R. R.	47.48	12	2,232 98	.....	2,232 98	47 03	.....
21023	Dayton to Toledo	Cincinnati, Hamilton and Dayton R. R.	142.95	20.04	18,700 71	.....	18,700 71	130 82	.....
21024	Hamilton to Indianapolis	Cincinnati, Hamilton and Indianapolis R. R.	100.68	12	6,714 34	.....	6,714 34	66 69	.....
21025	Hamilton to Richmond	Cincinnati, Richmond and Chicago R. R.	44.04	19	3,818 55	.....	3,818 55	82 94	.....
21026	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton R. R.	60.41	28.45	7,945 72	.....	7,945 72	131 53	.....
21027	Xenia to Springfield	Pittsburgh, Cincinnati and Saint Louis Rwy.	20.05	12	857 13	.....	857 13	42 75	.....
21028	Cincinnati to Parkersburg	Marietta and Cincinnati R. R.	195.15	18.87	48,387 44	7,806 00	56,193 44	247 95	40 00	
21029	Morrow to Dresden	Pittsburgh, Cincinnati and Saint Louis Rwy.	148.78	18	10,555 36	.....	10,555 36	70 97	.....
21030	Dayton to Richmond	do	42.16	12	2,271 15	.....	2,271 15	53 87	.....
21031	Harrison to Hagerstown	White Water R. R.	63.16	6	3,888 12	.....	3,888 12	61 56	.....
21032	Columbus to Pittsburgh	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.86	21.49	123,649 73	43,618 50	167,268 23	637 83	225 00	
21033	Springfield to Columbus	Indiana, Bloomington and Western Rwy.	45.86	18	3,807 34	.....	3,807 34	78 66	.....
21034	Salamanca to Dayton	New York, Pennsylvania and Ohio R. R.	389.31	20.42	36,283 69	.....	36,283 69	93 20	.....
21035	Youngstown to Cross Cut	Pennsylvania Company	18.82	12	997 64	.....	997 64	53 01	.....
21036	Columbus to Athens	Columbus, Hocking Valley and Toledo R. R.	77.47	12	5,563 89	.....	5,563 89	71 82	.....
21037	Niles to New Lisbon	New York, Pennsylvania and Ohio R. R.	34.08	9	1,573 47	.....	1,573 47	46 17	.....
21038	Newark to Shawnee	Baltimore and Ohio R. R.	43.69	12	2,654 74	.....	2,654 74	47 03	.....
21039	Vacant	.....	.....	.....	.....	.....	.....	.....	.....
21040	Marietta to Canal Dover	Cleveland and Marietta R. R.	98.22	6	4,870 72	.....	4,870 72	49 59	.....

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
OHIO—Continued.										
21076	Vacant.									
21077	Nelsonville to New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	36.68	6						No pay fixed.
21078	Cincinnati to Dodds.	Cincinnati Northern Rwy.	36.20	6						Do.
21079	Solon to Chagrin Falls.	Chagrin Falls and Southern R. R.	5.86	6						Do.
21080	Huron to Massillon.	Wheeling and Lake Erie R. R.	87.04	6						Do.
21081	Delphos to Bluffton.	Cleveland, Delphos and Saint Louis R. R.	29.09	6						Do.
21082	Saint Mary's to Minster.	Lake Erie and Western Rwy.	10.87	6	464.69		464.69	42.75		
21083	Means to Cadiz.	Pittsburgh, Cincinnati and Saint Louis Rwy.	8.20	15	399.66		399.66	48.74		
21084	Logan to New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	13.82	12	569.43		569.43	42.75		
21085	New Richmond Junction, n. o., to New Richmond.	Cincinnati and Eastern Rwy.	14.66	6	626.71		626.71	42.75		
			7,532.17		1,150,932.94	203,767.75	1,354,700.69			
INDIANA.										
22001	Indianapolis to Vincennes.	Pennsylvania Company.	118	8.67	7,465.86		7,465.86	63.27		
22002	Indianapolis to Terre Haute.	Terre Haute & Indianapolis R. R.	74.39	23	35,045.87	9,298.75	44,344.62	125.00		
22003	Indianapolis to Cincinnati.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	111.50	19	26,788.99	10,035.00	36,823.99	240.26	90.00	
22004	Indianapolis to Michigan City.	Indianapolis, Peru & Chicago Rwy.	161.17	25	12,677.63		12,677.63	78.66		
22005	Indianapolis to La Fayette.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	64.90	25	17,368.53	4,218.50	21,587.03	967.62	65.00	
22006	Columbus to Madison.	Pennsylvania Company.	45.90	12	2,747.11		2,747.11	59.85		
22007	New Albany to Indianapolis.	do.	114.77	21.14	17,859.35		17,859.35	155.61		
22008	Louisville Junction to Michigan City.	Louisville, New Albany and Chicago Rwy.	289.66	8.07	17,556.29		17,556.29	60.61		
22009	Richmond to Chicago.	Pittsburgh, Cincinnati and Saint Louis Rwy.	224.12	10.35	15,329.50		15,329.50	68.40		
22010	Cincinnati to East Saint Louis.	Ohio and Mississippi Rwy.	338.00	18.54	60,216.62	23,702.00	83,918.62	177.84	70.00	
22011	Cambridge to Columbus.	Pennsylvania Company.	65.61	6	2,804.82		2,804.82	42.75		
22012	Evansville to Terre Haute.	Evansville & Terre Haute R. R.	110.45	13	13,126.98		13,126.98	118.85		
22013	Terre Haute to Rockville.	Terre Haute & Indianapolis R. R.	23.96	6	1,126.83		1,126.83	47.03		

		61.19	8.25	4,280 03	4,280 03	70 11	No pay fixed.
22014	State Line, n. o., to Logansport						
22015	North Vernon to Rushville	45.50	0				
22016	Fairland to Martinsville	38.35	6	1,639 46	1,639 46	42 75	
22017	Braford to Logansport	114.60	10.89	5,878 98	5,878 98	51 30	
22018	Indianapolis to Peoria	213.02	14.2	24,224 63	24,224 63	113 72	
22019	Louisville to North Vernon	53.78	22	3,675 13	3,675 13	68 40	
22020	Fort Wayne to Connersville	109.89	6	6,107 68	6,107 68	55 58	
22021	Richmond to Fort Wayne	92.71	11.48	5,707 22	5,707 22	61 56	
22022	Anderson to Goshen	113.29	6	5,715 48	5,715 48	50 45	
22023	Oakland City to Mount Vernon	88.56	6	1,757 88	1,757 88	42 75	47.44 miles no pay fixed.
22024	Terre Haute to Danville	54.42	13	3,811 17	3,811 17	67 55	
22025	Indianapolis to Terre Haute	72.45	18	6,813 92	6,825 17	94 05	25 00
22026	Vacant			1,811 25			
22027	Detroit to Logansport	214.65	6	5,308 93	5,308 93	56 43	
22028	Rockville to Logansport	95.03	6	4,875 03	4,875 03	51 30	
22029	La Fayette to Kankakee	72.75	13	18,411 57	4,728 75	253 08	65 00
22030	Terre Haute to Worthington	40.03	6	1,771 87	1,771 87	43 61	
22031	Attica to Yello	21.32	6	911 42	911 42	42 75	
22032	Evansville to Jasper	55.63	12	2,758 69	2,758 69	49 59	
22033	Frankfort to Kokomo	27.85	6	1,190 58	1,190 58	42 75	
22034	Rockport to Rockport Junction, n. o. ..	16.20	6	692 55	692 55	42 75	
22035	Vacant						
22036	Swit's City to Bedford	41.29	6	1,765 14	1,765 14	42 75	
22037	Anderson to Nobleville	19.04	6	813 96	813 96	42 75	
22038	Delphi to Chicago	111.61	6	1,710 42	1,710 42	42 75	71.60 miles pay not fixed.
22039	Fort Branch to Cynthiana	14.70	6	628 42	628 42	42 75	
22040	Covington to Snoddy's Mills	9.37	6	400 56	400 56	42 75	
22041	Stewartsville to New Harmony	6.78	6				No pay fixed. Do.
22042	New Castle to Rushville	24.84	6				
22043	Terre Haute to East Saint Louis	189.99	17.6	15,594 37	4,749 75	82 18	25 00
22044	Lawrenceburgh Junction, n. o., to ..	2.46	26	74,110 37	20,886 25	94 06	62 125 00
22045	Lawrenceburgh			128 31	128 31	52 16	

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mille for transportation.	Cost per mille for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	No pay fixed. Do. Pay not fixed.
INDIANA—Continued.										
22046	Frankfort to Veedsburgh.....	Toledo, Cincinnati and Saint Louis R. R.	43.15	6						
22047	Indianapolis to Springfield.....	Indiana, Bloomington and Western Rwy.	140.05	6						
			4,116.77		430,808 15	79,380 25	510,188 40			
22001	Chicago to Milwaukee.....	Chicago and Northwestern Rwy.	85.37	26	15,766 13	3,756 28	19,522 41	184 68	44 00	
22002	Chicago to Freeport.....	do	121.29	6	18,995 52	2,668 38	21,664 90	153 90	22 00	
22003	Chicago to Union Pacific Transfer, n. o.	do	219.00	8.6	157,958 29	19,502 10	177,460 39	361 67	81 87	
22004	Elgin to Geneva.....	do	43.65	6	1,865 03		1,865 03	42 75		
22005	Sterling to East Saint Louis.....	Chicago, Burlington & Quincy R. R.	301.12	6	20,260 67		20,260 67	87 21		
22006	Danville to West Liberty.....	Danville, Olney and Ohio Riv. R. R.	101.11	6						
22007	Chicago to Burlington.....	Chicago, Burlington & Quincy R. R.	38.61	25.3	73,100 30	17,608 81	90,707 11	351 41	105 00	
22008	Rushville to Yates City.....	do	63.92	6	4,347 41		4,347 41	63 27	80 00	
22009	Peoria to Galesburgh.....	do	23.59	6	6,081 17		6,081 17	115 17		
22010	Galesburgh to Quincy.....	do	23.26	12	19,900 06	5,078 50	24,978 56	184 94	50 00	
22011	Burlington to Quincy.....	do	73.65	6	3,589 70		3,589 70	48 74		
22012	Streator to Aurora.....	do	61.84	6	4,071 54		4,071 54	65 84		
22013	Mendota to Clinton.....	do	65.59	6	2,860 87		2,860 87	43 61		
22014	Rock Falls to Shabbona.....	do	47.46	6	2,028 91		2,028 91	42 75		
22015	Chicago to Davenport.....	Chicago, Rk. Island & Pacific R. R.	182.92	18.28	58,024 65	11,889 80	69,913 85	317 21	65 00	
22016	Bureau Junction to Peoria.....	do	47.16	6	4,314 66		4,314 66	91 49		
22017	Chicago to East Saint Louis.....	Chicago and Alton R. R.	281.13	17.7	56,726 41	14,056 50	70,782 91	201 78	50 00	
22018	Bloomington to East Saint Louis.....	do	180.50	15.4	18,057 22		18,057 22	100 04		
22019	Washington to Dwight.....	do	70.11	6	2,997 20		2,997 20	42 75	115 00	
22020	Chicago to Cairo.....	Illinois Central R. R.	143.24	18.17	54,178 37	17,694 80	71,873 07	149 12	50 00	
			164.11						25 00	
22021	Dubuque to Centralia.....	do	265.62	6	84,172 60	3,546 35	87,718 95	98 50	47 00	
22022	Joliet to Lake Station.....	Michigan Central R. R.	12.51	6	1,951 53		1,951 53	42 75	25 00	
			45.65							

22023	Decatur to East Saint Louis.	6	22,728 82	4,502 80	27,231 62	159 80	40 00
22024	Peoria to Evansville.	6	112 57		125 53	59 85	
22025	Peoria to Evansville.	6	112 57		14,904 22	100 89	
22026	Hannibal to Bluffs.	6	48 66		5,061 88	90 63	
22028	Effingham to Swift's City.	6	91 00		8,800 25	42 75	
22027	State Line, n. o. to Warsaw.	6	230 21		19,289 29	83 79	
22028	Discontinued. Now Indiana route 22043.						
22029	Urbana to Havana.	6	103 14		6,173 92	59 85	
22030	East Saint Louis to El Dorado.	6	121 52		12,780 25	105 17	
22031	Discontinued. Now Indiana route 22044.						
22032	Saint Louis to Evansville.	8	160 10		13,688 55	85 50	
22033	Beardstown to Shawneetown.	6	229 06		12,534 16	54 72	
22034	Springfield to Gilman.	6	112 67		4,812 36	42 75	
22035	Chicago to Milwaukee.	23 8	86 80		8,680 00	367 65	100 00
22036	Aurora to Foreston.	6	82 47		10,592 02	142 79	25 00
22037	Vincennes to Cairo.	6	160		13,887 64	66 69	
22038	Peoria to Jacksonville.	6	84 24		10,670 40	59 00	
22039	Carbondale to Grand Tower.	6	23 32		4,970 16	42 75	
22040	Peoria to Rock Island.	6	91 68		1,062 43	66 69	
22041	Quincy to Hannibal.	6	19 69		6,114 13	78 66	
22042	Chicago to Danville.	6	125 48		1,548 81	74 39	
22043	Streator to Altamont.	6	156 81		9,834 46	59 00	
22044	Discontinued.				9,251 79		
22045	Carbondale to Marion.	6	18 36		784 89	42 75	
22046	Jacksonville to Litchfield.	6	58		2,445 30	44 46	
22047	Chester to Tamaroa.	6	42 31		2,459 90	58 14	
22048	Terre Haute to Peoria.	6	177 91		9,126 78	51 80	
22049	Springfield to Havana.	6	47 48		2,070 60	43 61	
22050	Vincennes to Danville.	6	114 91		5,805 39	46 17	
22051	Joliet to Pekin.	6	116 14		5,661 15	48 74	
22052	Courland Station to Sycamore.	3 26	6		242 85	46 17	
22053	East Saint Louis to Cairo.	6	154 80		8,470 66	54 72	
22054	Chicago to Lanark Junction, n. o.	6	116 50		3,874 74	43 61	
22055	Decatur to Indianapolis.	6	152 90		9,080 10	59 00	
22056	Genoa to Batavia.	3 86	6		156 46	42 75	
22057	Rockville to Rockford.	6	27 70		1,184 17	42 75	
22058	West Lebanon to Le Roy.	6	70 60		3,270 37	42 75	
22059	Rock Island to Cable.	6	26 12		1,116 63	42 75	
22060	Covered by route 22024.						
22061	Kankakee to Strawn.	7 6	51 00		2,205 89	42 75	
22062	Shumway to Effingham.	6	9 25		4,450 84	48 74	
22063	Kempton to Woodford.	6	14 79		1,914 77	42 75	
22064	Pearl, n. o. to Colfax.	6	44 71		628 85	42 75	
22065	Chicago to Strawn.	6	99 87		7,941 66	79 52	
22066	Havana to Fairview.	6	26 09		1,269 25	42 75	

Pay not fixed on
27.65 miles.

Station	Distance	Pay	Pay not fixed
Saginaw to Cairo	35.81	1,530.88	42.75
Flint and Pere Marquette R. R.	35.82	1,530.88	42.75
Monroe to Ludington	168.21	24,487.01	112.64
Detroit, Lansing & Northern R. R.	168.22	24,487.01	112.64
do	168.23	4,013.77	40.03
do	168.24	4,013.77	40.03
do	168.25	14,016.39	59.91
do	168.26	14,016.39	59.91
do	168.27	18,543.87	77.63
do	168.28	18,543.87	77.63
do	168.29	3,782.28	37.67
do	168.30	3,782.28	37.67
do	168.31	2,689.89	43.61
do	168.32	2,689.89	43.61
do	168.33	12,692.98	75.24
do	168.34	12,692.98	75.24
do	168.35	2,372.62	42.75
do	168.36	2,372.62	42.75
do	168.37	1,068.32	42.75
do	168.38	1,068.32	42.75
do	168.39	3,024.13	46.17
do	168.40	3,024.13	46.17
do	168.41	3,402.90	42.75
do	168.42	3,402.90	42.75
do	168.43	2,010.53	42.75
do	168.44	2,010.53	42.75
do	168.45	23,698.77	123.98
do	168.46	23,698.77	123.98
do	168.47	8,206.11	126.54
do	168.48	8,206.11	126.54
do	168.49	5,570.88	57.29
do	168.50	5,570.88	57.29
do	168.51	1,656.86	47.03
do	168.52	1,656.86	47.03
do	168.53	13,227.90	73.87
do	168.54	13,227.90	73.87
do	168.55	2,066.09	48.74
do	168.56	2,066.09	48.74
do	168.57	1,574.47	42.75
do	168.58	1,574.47	42.75
do	168.59	1,235.00	47.03
do	168.60	1,235.00	47.03
do	168.61	10,187.36	163.31
do	168.62	10,187.36	163.31
do	168.63	8,787.06	173.81
do	168.64	8,787.06	173.81
do	168.65	3,716.49	42.75
do	168.66	3,716.49	42.75
do	168.67	24,771.87	74.39
do	168.68	24,771.87	74.39
do	168.69	3,300.32	51.99
do	168.70	3,300.32	51.99
do	168.71	1,960.33	53.87
do	168.72	1,960.33	53.87
do	168.73	4,659.06	64.98
do	168.74	4,659.06	64.98
do	168.75	5,641.25	42.75
do	168.76	5,641.25	42.75
do	168.77	635.26	42.75
do	168.78	635.26	42.75
do	168.79	1,801.96	66.69
do	168.80	1,801.96	66.69
do	168.81	107.15	42.75
do	168.82	107.15	42.75
do	168.83	840.03	42.75
do	168.84	840.03	42.75
do	168.85	861.26	67.55
do	168.86	861.26	67.55
do	168.87	172.53	48.74
do	168.88	172.53	48.74
do	168.89	471.53	42.75
do	168.90	471.53	42.75
do	168.91	1,771.56	68.40
do	168.92	1,771.56	68.40

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care. Dollars.	Remarks.
24053	MICHIGAN—Continued. Humboldt to Republic.....	Marquette, Houghton and Ontonagon R. R.	9.70	6	331 74		331 74	34 20		
24054	East Saginaw to Sebewaing.....	Saginaw, Tuscola & Huron R. R.	33.24	6						
			4,290.73		330,485 73	15,595 85	355,081 53			Pay not fixed.
	WISCONSIN.									
25001	Milwaukee to North McGregor.....	Chicago, Milwaukee and Saint Paul Rwy.	197.14	13.9	25,452 74		25,452 74	129 11		
25002	Milwaukee to La Crosse.....	do	197.84	14.3	58,358 84	17,805 60	76,164 44	224 98	90 00	
25003	Milwaukee to Berlin.....	do	81.89	12	8,241 08		8,241 08	86 10		
25004	Milwaukee to Shullsburg.....	do	15.65	12	2,040 64		2,040 64	76 10		
25005	Watertown to Madison.....	do	76.21	6	2,040 64		2,040 64	47 88		
25006	Horton to Portage.....	do	33.05	6	1,999 28		1,999 28	42 75		On 33.59 miles pay not fixed.
25007	Nepesankun to Winneconne.....	do	45.64	6	2,453 62		2,453 62	53 87		
25008	Onkosh to Ripon.....	do	14.29	6	610 89		610 89	42 75		
25009	Chicago to Green Bay.....	do	30.95	12	1,003 08		1,003 08	47 88		
25010	Caledonia Station to Winona Junction.....	Chicago and Northwestern Rwy.	176.50	13.13	31,943 87	9,700 00	41,643 87	139 37	40 00	
25011	Kenosha to Rockford.....	do	190.02	12.76	19,984 40		19,984 40	105 17	40 00	
25012	Onkosh to Fond du Lac.....	do	72.50	6	4,525 45		4,525 45	62 42		
25013	Onkosh to La Crosse.....	do	63.53	6	8,089 08		8,089 08	126 54		
25014	Winona to Winona Junction, n. o.	La Crosse, Trempealeau and Prescott R. R.	30.83	12	2,530 52		2,530 52	82 08		
25015	Stevens Point to Portage.....	Wisconsin Central R. R.	73.30	6	3,624 94		3,624 94	49 59		
25016	Milwaukee to Glacé Bay.....	do	114.53	6	11,359 03		11,359 03	99 13		
25017	Manitowish to Ashland.....	do	250.42	6	12,205 47		12,205 47	48 74		
25018	Milwaukee to Two Rivers.....	Milwaukee, Lake Shore and Western R. R.	85	12	12,097 50		12,097 50	66 69		
25019	Branch, Madison to Wisconsin.....	do	134.27	6	12,097 50		12,097 50	47 88		
25020	Branch, Elroy to Summit Lake.....	do	37.77	6	3,795 49		3,795 49	47 03		Pay not fixed.
25021	Sheboygan to Mineral Point.....	Sheboygan and Fond du Lac R. R.	75.79	6	3,795 49		3,795 49	47 03		
25022	Warren to Mineral Point.....	Chicago, Milwaukee and Saint Paul Rwy.	33.49	6	1,561 37		1,561 37	55 58		
25023	Calumet to Plattville.....	do	13.97	6	810 98		810 98	42 75		

[illegible]

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
26009	MINNESOTA—Continued.									
26010	Saint Paul to McGregor.....	Chicago, Milwaukee and Saint Paul Rwy.	102.98 112.64 112.64	6 6 6	18,150 51		18,150 51	74 56 93 20		On 8.79 miles pay not fixed. Pay not fixed on 110.16 miles.
26011	Hastings to Aberdeen.....	Chicago, Milwaukee and Saint Paul Rwy.	202.80 110.16	6	10,959 31		10,959 31	54 04		
26012	Covered by route 26013.	do.	41.47	12	2,730 38		2,730 38	65 84		
26013	Austin to Mason City.....	do.	142.53	15.4	32,050 72		39,177 22	224 87	50 00	
26014	Minneapolis to La Crosse.	do.	184.73	7.3	12,256 84		12,256 84	66 35		
26015	Saint Peter to Watertown.	Winona and Saint Peter R. R.	141.40	6	12,853 62		12,853 62	48 74		
26016	Winona to Saint Peter.....	do.	8.76	6	1,143 98		1,143 98	42 75		
26017	Sleepy Eye to Redwood Falls.	Chicago and North western R. R.	26.76	6	1,139 45		1,139 45	42 75		
26018	Rochester to Zumbrota.....	Winona and Saint Peter R. R.	26.42	6	1,217 09		1,217 09	42 75		
26019	Chaffield to Plainview.....	do.	28.47	6	1,217 09		1,217 09	42 75		
26020	Vacant.									
26021	Worthington to Salem.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	101.79	6	3,505 43		3,505 43	55 58		On 38.73 miles pay not fixed. Pay not fixed on 49.78 miles.
26022	White Bear Lake to Angus.	Minneapolis and St. Louis Rwy.	225.48 49.78	8.8	16,193 97		16,193 97	71 82		
26023	Wabasha to Zumbrota.....	Chicago, Milwaukee and Saint Paul Rwy.	50.09	6	2,526 09		2,526 09	42 75		
26024	La Crosse to Flandreau.....	do.	302.09 9.80	6	23,249 20		23,249 20	73 88		
26025	Mankato to Wells.....	Central Railroad Company of Minnesota Rwy.	40.81	6	1,744 62		1,744 62	43 75		
26026	Saint Paul to Saint James.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	122.53	12	9,890 62		9,890 62	80 72		
26027	Saint James to Sioux City.....	do.	148.44	6	10,660 96		10,660 96	71 82		
26028	Stillwater to Stillwater Junction, n. o.	do.	3.25	15	138 93		138 93	42 75		
26029	Heron Lake to Woodstock.....	do.	44.32	6	1,705 43		1,705 43	38 48		
26030	Lake Crystal to Elmore.....	do.	24.51 8.94	6	1,475 30		1,475 30	42 75		Pay not fixed on 8.94 miles.
26031	Luverne to Doon.....	do.	28.95	6	1,237 61		1,237 61	42 75		
26032	Tracy to Pierre.....	Chicago and North western Rwy.	255.86	6	19,907 69		19,907 69	77 81		
26033	Reno to Preston.....	Chicago, Milwaukee and Saint Paul Rwy.	57.67	6	2,465 39		2,465 39	42 75		

29023	Wyoming to Taylor's Falls	21 14	6	Do.	Pay not fixed.
29034	Morris to Brown's Valley	47 36	6	Do.	Do.
29035	Barnesville to Moorhead	23 40	6	Do.	Do.
29036	Junction to Cloquet	6 08	6	Do.	Do.
29037	Minneapolis to Benton	33 86	6	Do.	Do.
29038	Minneapolis to Winthrop	71 10	6	Do.	Do.
29039	Crookston to Grand Forks	23 10	6	Do.	Do.
29040	Minneapolis to Clear Water	51 14	6	Do.	Do.
	TOWA.	4,449 67		279,500 44	286,626 94
27001	Burlington to Albert Lea	253 47	6	19,722 50	19,722 50
27002	Cedar Rapids to Postville	98 80	6	4,522 93	4,522 93
27003	Cedar Rapids to Emmetsburg	184 05	6	2,846 89	2,846 59
27004	Muscataine to What Cheer	76 80	6	3,733 48	3,733 48
27005	Burlington to Council Bluffs	276 59	13 1	53,603 63	53,461 63
27006	Charlton to Grant City	19 86	6	11,858 00	11,858 00
27007	Creston to Hopkins	96 57	6	5,284 31	5,284 31
27008	Burlington to Leaside	44 40	6	2,885 11	2,885 11
27009	Villisca to Burlington Junction	182 37	6	8,988 71	8,988 71
27010	Ottumwa to Mason City	37 48	6	1,730 45	1,730 45
27011	Kokuk to Burlington	172 66	6	13,581 43	13,581 43
27012	Clinton to La Crosse	43 69	6	3,025 96	3,025 96
27013	Stanwood to Tipton	181 24	6	12,862 60	12,862 60
27014	Davenport to Missouri River, n. o.	9 44	6	403 56	403 56
27015	Des Moines to Indianola	317 40	12 48	68,171 17	78,286 17
27016	Washington to Knoxville	22 07	12	1,358 62	1,358 62
27017	Davenport to Leavenworth	78 83	6	3,639 58	3,639 58
27018	Branch, Cameron to Kansas City	338 18	6 6	37,588 71	37,588 71
27019	Davenport to Maquoketa	55 78	6	1,827 99	1,827 99
27020	Kearok to Des Moines	42 76	6	11,281 06	11,281 06
27021	Ferry to Cedar Rapids	162 88	6	3,172 66	3,172 66
27022	Des Moines to St. Louis	57 98	6	8,172 66	8,172 66
27023	Beulah to Elkader	323 61	6	31,790 88	31,790 88
27024	Clinton to Anamosa	78 70	6	5,247 44	5,247 44
27025	Calmar to Pattersonville	19 49	6	883 19	883 19
27026	Calmar to Pattersonville	71 57	6	3,059 61	3,059 61
27027	Calmar to Pattersonville	210 66	6	12,940 65	12,940 65
27028	Calmar to Pattersonville	13 80	6	70 97	70 97

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
Iowa—Continued.										
27026	Conover to Decorah	Chicago, Milwaukee and Saint Paul Rwy.	9.50	6	495 52	.....	495 52	52 16	.....
27027	Davenport to Calmar	do	165.88	6	8,652 30	.....	8,652 30	52 16	.....
27028	Savannah to Marion	do	99.08	6	4,646 41	.....	4,646 41	52 16	.....
27029	Missouri Valley to Sioux City	Sioux City and Pacific R. R.	76.18	6	8,467 40	.....	8,467 40	111 15	.....
27030	Des Moines to Callahan, n. o.	Des Moines and Minneapolis R. R.	58.94	13.5	3,420 95	.....	3,420 95	58 14	.....
27031	Des Moines to Fort Dodge	Des Moines and Fort Dodge R. R.	87.90	6	5,336 40	.....	5,336 40	60 71	.....
27032	Grinnell and Montezuma Junction, n. o. to Montezuma	Grinnell and Montezuma R. R.	15.42	6	659 20	.....	659 20	42 75	.....
27033	Albia to Des Moines	Chic. Burlington & Quincy R. R.	71	6	4,796 05	.....	4,796 05	67 55	.....
27034	Sioux City to Sioux Falls	Chic. o. Milwaukee and Saint Paul Rwy.	91.14	6	6,000 66	.....	6,000 66	65 84	.....	15.52 miles lap over route 27001.
27035	Burlington to Washington	Burlington and Northwestern R. R.	53.04	6	1,603 98	.....	1,603 98	42 75	.....
27036	Newton to Monroe	Chic. Rock Island & Pacific R. R.	17.50	6	748 12	.....	748 12	42 75	.....
27037	Judd to Lehigh	Crooked Creek Rwy and Coal Co.	8.50	6	363 37	.....	363 37	42 75	.....
27038	Maple River Junction to Mapleton	Chicago and Northwestern Rwy.	60.20	6	2,573 55	.....	2,573 55	42 75	.....
27039	Turkey River to Wadena	Chicago, Milwaukee and Saint Paul Rwy.	44.98	6	1,922 89	.....	1,922 89	42 75	.....
27040	Waukon Junction to Waukon	do	22.92	6	979 83	.....	979 83	42 75	.....
27041	Creston to Kintanella	Chic. Burlington & Quincy R. R.	31.42	6	1,343 20	.....	1,343 20	42 75	.....
27042	Chariton to Indianola	do	34.87	6	1,482 14	.....	1,482 14	42 75	.....
27043	Hastings to Sidney	do	23.81	6	1,017 87	.....	1,017 87	42 75	.....
27044	Atlantic to Audubon	Chic. Rock Island & Pacific R. R.	26.01	6	1,111 92	.....	1,111 92	42 75	.....
27045	Avoca to Harlan	do	12.40	6	539 10	.....	539 10	42 75	.....
27046	Des Moines to Jefferson	Wabash, St. Louis & Pacific Rwy.	67.99	6	1,243 16	.....	1,243 16	42 75	.....	On 38 91 miles pay not fixed.
27047	Vacant.	Burlington, Cedar Rapids and Northern Rwy.	23.56	6	1,007 19	.....	1,007 19	42 75	.....
27048	Emira Junction to River Side	Chicago, Milwaukee and Saint Paul Rwy.	126.12	6	8,088 07	.....	8,088 07	64 13	.....
27049	Pattersonville to Running Water	Chic. Burlington & Quincy R. R.	13.96	12	597 64	.....	597 64	42 75	.....
27050	Wall Lake to Sac City	Chicago and Northwestern Rwy.	62.90	6	3,280 86	.....	3,280 86	52 16	.....
27051	Sumner to Hampton	Dubuque and Dakota R. R.	164.72	6	3,646 67	.....	3,646 67	43 61	.....	On 81 10 miles pay not fixed.
27052	Tama to Elmore	Chicago and Northwestern Rwy.				.....			

27053	Bellevue to Cascade	Chicago, Milwaukee and Saint Paul Rwy.	38.68	6	1,568 07	42 75	1,568 07	42 75		
27054	Atlantic to Griswold	Chicago, Rk. Isl'd & Pacific Rwy.	14.88	6	636 12	42 75	636 12	42 75		
27055	Red Oak to Griswold	Chicago, Burlington & Quincy R. R.	18.81	6	804 12	42 75	804 12	42 75		
27056	Vacant.									
27057	Hastings to Carson	Chicago, Burlington & Quincy R. R.	16.76	6	716 49	42 75	716 49	42 75		
27058	Minto to Guthrie Centre	Chicago, Rk. Isl'd & Pacific Rwy.	14.78	12	631 84	42 75	631 84	42 75		
27059	Centerville to Albion	Wabash St. Louis & Pacific Rwy.	27.87	6	1,191 44	42 75	1,191 44	42 75		
27061	Bethany Junction to Albany	Chicago, Burlington & Quincy R. R.	47.26	6	1,266 60	42 75	1,266 60	42 75		On 16.23 miles pay not fixed.
27062	Mount Zion to Keosauqua	Chicago, Rk. Isl'd & Pacific Rwy.	5.02	12	214 60	42 75	214 60	42 75		Pay not fixed.
27063	Avoca to Carson	do.	17.61	6	501 88	42 75	501 88	42 75		On 30.07 miles pay not fixed.
27064	Fort Madison to Birmingham	Ft. Madison & Northwestern Rwy.	41.81	6	698 11	42 75	698 11	42 75		Pay not fixed.
27065	Thornburg to Montezuma	Burlington, Cedar Rapids and Northern Rwy.	16.33	6	698 11	42 75	698 11	42 75		Do.
27066	Jewell to Lake City	Chicago and Northwestern Rwy.	58.58	6						Do.
27067	Humeston to Grand River	Homestead and Shenandoah R. R.	28.82	6						Do.
27068	Newburgh to State Centre	Grinnell and Montezuma R. R.	28.88	6						Do.
27069	Vacant.									Do.
27070	Eagle Grove to Sioux Rapids	Chicago and Northwestern Rwy.	68.39	6						Do.
27071	Carroll City to Kirkman	do.	34.90	6						Do.
27072	Marion to Coon Rapids	Chicago, Milwaukee and Saint Paul Rwy.	167.80	6						Do.
27073	Pacific Junction to East Plattsmouth	Chicago, Burlington & Quincy R. R.	5.06	6	266 51	52 87	266 51	52 87		
27074	Red Oak to Eastport	do.	51.17	6	3,369 03	65 84	3,369 03	65 84		
27075	Albia to Eldersville Junction	Central Iowa Rwy.	14.84	6	634 41	42 75	634 41	42 75		
27076	Sumner to Winterset	Chicago, Rk. Isl'd & Pacific Rwy.	27.04	12	1,502 88	55 58	1,502 88	55 58		
27077	California Junction to Fremont	Sioux City and Pacific R. R.	32.23	6	1,768 62	54 72	1,768 62	54 72		Pay not fixed.
27078	Hampton to Belmond	Central Iowa Rwy.	22.82	6						Do.
27079	Marshalltown to Story City	do.	39.55	6						Do.
27080	Manning to Audubon	Chicago and Northwestern Rwy.	17.69	6						Do.
27081	Des Moines to Hutton	Saint Louis, Des Moines and Northern Rwy.	21.55	6						Do.
27082	Winfield to Brighton	Burlington & Northwestern Rwy.	22.59	6						Do.
MISSOURI.										
28001	Saint Louis to Atchison	Missouri Pacific Rwy.	37.00	14.4	107,764 90	30,587 50	138,352 40	267 45	100 00	R. P. O. 282 miles.
28002	Saint Louis to Bismarck	Saint Louis, Iron Mountain and Southern Rwy.	292.75	14.4	30,878 21	3,081 20	23,959 41	834 31	50 00	R. P. O. 47.75 miles.
28003	Saint Louis to Vinita	Saint Louis & San Francisco Rwy.	77.03	30.29	20,878 21	7,256 25	28,134 46	271 04	40 00	
28004	Saint Louis to Kansas City	Wabash St. Louis & Pacific Rwy.	290.25	8.26	42,354 99	7,256 25	49,611 24	116 28	25 00	
28005	Quincy to Saint Joseph	Hannibal and Saint Joseph R. R.	74.00	26	38,922 87	38,922 87	139 98	116 28		
28006	Kansas City to Missouri Pacific Transp. Co.	Kansas City, Saint Joseph and Council Bluffs R. R.	207.15	7	32,447 98	32,447 98	156 64	116 28		
28007	Moberly to Ottumwa	Wabash St. Louis & Pacific Rwy.	130.81	13.48	30,622 68	30,622 68	150 48	116 28		
28008	Versailles to Boonville	Missouri Pacific Rwy.	44.01	7	11,855 31	11,855 31	90 63	116 28		
				10.6	1,881 42	1,881 42	42 75	116 28		

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
Missouri—Continued.										
28009	Centralia to Columbia	Wabash, St. L. and Pacific Rwy.	22.14	18	1,097.92	1,394.50	11,743.92	49.59	25.00	
28010	Kansas City to Cameron	Hannibal and Saint Joseph R. R.	55.78	14	10,349.42		11,743.92	185.54		
28011	Sedalia to Denison City	Missouri Pacific Rwy.	410.81	12.37	74,585.03		74,585.03	173.57		
28012	Saint Joseph to North Lexington, n. o.	Wabash, St. L. and Pacific Rwy.	76.88	14	4,534.74		4,534.74	138.85		
28013	Hannibal to Council Bluffs	do	223.88	13	25,649.93		25,649.93	59.00		
28014	Keokuk to Sedalia	Missouri Pacific Rwy.	142.05	12	20,080.43	3,571.34	23,651.77	114.57	25.00	
28015	Keokuk to Humeston	Wabash, St. L. and Pacific Rwy.	132.05	6	7,113.53		7,113.53	53.87		
28016	Pleasant Hill to Morse	Atchison, Top. and Santa Fe R. R.	30.50	6	1,303.87		1,303.87	42.75		
28017	Sedalia to Lexington	Missouri Pacific Rwy.	54.23	6	2,932.96		2,932.96	52.16		
28018	Mount Pleasant to Saint Peters	Saint Louis, Keokuk and North-western Rwy.	186.75	13	19,001.81		19,001.81	101.75		
28019	Quincy to Trenton	Wabash, Saint Louis and Pacific Rwy.	137.71	12	6,540.75		6,540.75	61.56		31.46 miles no pay fixed.
28020	{ Pierce City to Halstead. Branch, Oronogo to Galena.	St. L. and San Francisco Rwy.	{ 243.73 20.65	6 6	{ 24,248.09 2,327.43	5,482.00	29,730.09	{ 108.59 42.75	25.00	{ 24.45 miles no pay fixed. 9.49 miles no pay fixed.
28021	Mexico to Cedar City	Chicago and Alton R. R.	50.41	6	6,523.77		6,523.77	46.17		
28022	Goodhouse to Mexico	do	89.83	13	9,523.77		9,523.77	106.02		
28023	Cuba to Salem	Saint Louis, Salem and Little Rock R. R.	40.98	6	2,207.59		2,207.59	53.87		
28024	Holden to Paola	Missouri Pacific Rwy.	54.53	6	2,564.55		2,564.55	47.03		
28025	Salisbury to Glasgow	Wabash, St. L. and Pacific Rwy.	15.99	13	710.91		710.91	44.46		
28026	Bismarck to Texarkana	Saint Louis, Iron Mountain and Southern Rwy.	91.00	14	85,376.87	16,008.40	101,385.27	243.68	40.00	
28027	Cairo to Poplar Bluff	do	324.21	14	{ 85,376.87 2,890.22		{ 85,376.87 2,890.22	{ 194.94 38.31		
28028	Saint Joseph to Hopkins	Kansas City, Saint Joseph and Council Bluffs R. R.	74.66	7	3,806.42		3,806.42	65.84		
28029	Hannibal to Gilmore, n. o.	Saint Louis, Hannibal and Keokuk R. R.	59.18	13	2,088.74		2,088.74	42.75		38.16 miles no pay fixed.
28030	Saint Joseph to Atchison	Hannibal and Saint Joseph R. R.	85.85	6	2,088.74		2,088.74	42.75		
28031	Saint Louis to Florissant	West End Narrow Gauge R. R.	22.18	13	2,597.94		2,597.94	117.13		
28032	Atchison to Edgarston Junction	Chl. Rock Island and Pacific R. R.	14.00	6	709.65		709.65	42.75		
28033	Kansas City to Lexington	Missouri Pacific Rwy.	30.00	7	1,097.40		1,097.40	55.58		
28034	Bismarck to Columbus	Saint Louis, Iron Mountain and Southern R. R.	43.35	6	1,853.21		1,853.21	42.75		
			121.32	13	10,062.28		10,062.28	82.94		

29035	New Madrid to Malden	Texas and Saint Louis Rwy.	27.51	1,058.58	1,058.58	38.48	21.60 miles no pay fixed.
29036	Port Scott to Springfield	Kansas City, Ft. Scott & Gulf R.R.	105.42	6,139.11	6,139.11	58.41	
29037	Saint Joseph to Albany	Saint Joseph & Des Moines R.R.	31.82	2,219.57	2,219.57	42.75	
29038	Mexico to Kansas City	Chicago and Alton R.R.	104.09	15,770.71	15,770.71	95.76	
29039	Pierce City to Winslow	Saint Louis & San Francisco Rwy.	97.49	4,347.41	4,347.41	57.28	
29040	Pleasant Hill to Carthage	Missouri Pacific Rwy.	115.46	7,908.74	7,908.74	89.28	
29041	Pleasanton to Carbon Centre	Kansas City, Ft. Scott & Gulf R.R.	29.21	1,248.72	1,248.72	42.75	
29042	Sedalia to Warsaw	Sedalia, Warsaw & Southern Rwy.	42.00	1,785.50	1,785.50	42.75	
29043	St. Louis to Burlington Junction, n. o.	Kansas City, Ft. Scott & Gulf R.R.	32.39	1,405.44	1,405.44	48.17	13.25 miles no pay fixed.
29044	Bigelow to Burlington Junction, n. o.	Cape Girardeau Rwy.	28.00	1,645.86	1,645.86	43.61	No pay fixed.
29045	Lakeville to Cape Girardeau						
29046	Corning to Northborough	Kansas City, Saint Joseph and Council Bluffs R.R.	27.66				
29047	Jefferson City to Aurora Springs	Missouri Pacific Rwy.	38.35				
29048	Arcadia to Moberly, n. o.	Kansas City, Ft. Scott & Gulf R.R.	10.33				Do.
29049	Mineral Point to Potosi	Saint Louis, Iron Mountain and Southern Rwy.	4.75	203.06	203.06	42.75	Do.
29050	Palmyra to Hannibal	Hannibal and Saint Joseph R.R.	14.72	594.09	594.09	40.36	
			5,308.29	654,028.41	67,981.19	724,009.60	
ARKANSAS.							
29001	Hopfield to Little Rock	Memphis and Little Rock R.R.	124.21	12,576.81	12,576.81	93.71	
29002	Helena to Clarendon	Arkansas Central R.R.	48.20	2,040.55	2,040.55	42.75	
29003	Argenta to Fort Smith	Little Rock and Fort Smith Rwy.	169.29	9,959.33	9,959.33	58.83	
29004	Tiype to Monticello	Little Rock, Mississippi River and Texas Rwy.	34.50	1,474.87	1,474.87	42.75	
29005	Malvern Junction to Hot Springs	Hot Springs R.R.	25.11	1,352.67	1,352.67	53.87	
29006	Brinkley to Cotton Plant	Cotton Plant Rwy.	11.06	472.81	472.81	42.75	
29007	Little Rock to Arkansas City	Little Rock, Mississippi River and Texas Rwy.	113.25	7,165.32	7,165.32	63.27	
29008	Helena to Forest City	Iron Mountain and Helena R.R.	43.90	1,160.66	1,160.66	42.75	No pay fixed.
29009	Washington to Hope	Washington and Hope Rwy.	10.34				
29010	Gurdon to Camden	Saint Louis, Iron Mountain and Southern Rwy.	34.28	1,494.95	1,494.95	43.61	No pay fixed.
29011	Searcy to Kensett	Searcy and West Point R.R.	4.76				
29012	Knoel to Gainesville	Saint Louis, Iron Mountain and Southern Rwy.	13.46				No pay fixed.
			642.36	37,717.97	37,717.97		Do.
LOUISIANA.							
30001	New Orleans to Canton	New Orleans, Saint Louis and Chicago R.R.	204.43	5,160.75	33,400.37	136.80	25.00
30002	New Orleans to Port Allen	New Orleans Pacific Rwy.	94.71	7,266.12	7,266.12	68.40	
30003	New Orleans to Alexandria	{ Morgan's Louisiana and Texas Railroad and Steamship Co.	{ 83.62 85.88 58.35	{ 59.61 25,499.34 128.25	{ 83.62 25,499.34 128.25	{ 68.40 112.01 43.75	
30004	Terre Bonne to Houma	do	15.33	655.34	654.24	42.75	
30005	Port Allen to Musson	Baton Rouge, Grose Tete and Opelousas R.R.	22.06	566.36	566.36	25.65	

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
LOUISIANA—Continued.										
30006	Clinton to Port Hudson.....	T. B. Lyon and D. W. Pipes, owners Clinton and Port Hudson Railroad.	20.90	6	863 47	.....	863 47	.....	.....
30007	Bayou Sara to Woodville.....	West Feliciana R. R.....	28.23	3	844 92	.....	844 92	28 93	.....
30008	Vicksburg to Monroe.....	Vicksburg, Shreveport and Pacific R. R.	76.16	7	3,542 96	.....	3,542 96	46 52	.....
30009	Terre Bonne to Thibodeaux.....	Morgan's Louisiana and Texas Railroad and Steamship Co.	5.75	6	245 81	.....	245 81	42 75	.....
30010	Vermillionville to Orange.....	Louisiana Western R. R.....	113.15	6	9,965 00	.....	9,965 00	88 07	.....
TEXAS.										
31001	Houston to Galveston.....	Galveston, Houston and Henderson R. R.	820 49	14	77,718 94	5,100 75	82,879 69	.....	.....
31002	Houston to Uvalde.....	Galveston, Harriaburgh and San Antonio Rwy.	51.50	6	7,265 62	.....	7,265 62	141 08	.....
31003	Houston to Denison City.....	Houston and Texas Central R. R.	218.01	6	37,679 43	.....	37,679 43	131 67	.....
31004	Hempstead to Austin.....	do	92 88	7	43,855 00	.....	43,855 00	129 96	.....
31005	Brenond to Albany.....	do	115.20	7	7,780 60	.....	7,780 60	67 54	.....
31006	Longview to Houston.....	do	97.28	13	13,203 27	.....	13,203 27	62 42	.....
31007	Falentine to Laredo.....	International & G't Northern R. R.	237.50	11.51	33,506 50	.....	33,506 50	141 08	.....
31008	Houston to Columbia.....	do	265.82	11.51	56,045 49	.....	56,045 49	129 96	.....
31009	Shreveport to El Paso.....	do	50.75	3	1,388 52	.....	1,388 52	27 36	.....
31010	Marshall to Texarkana.....	Texas and Pacific Rwy	500.00	7.7	86,849 04	.....	86,849 04	129 11	.....
31011	Whiteborough to Texarkana.....	do	74.66	7	7,532 44	.....	7,532 44	100 89	.....
31012	Houston to Orange.....	do	155.22	6	12,645 35	.....	12,645 35	84 65	.....
31013	Jefferson to Greenville.....	Texas and New Orleans R. R.	17.69	6	9,901 56	.....	9,901 56	93 20	.....
31014	Columbus to La Grange.....	East Line and Red River R. R.	122.18	6	6,581 83	.....	6,581 83	53 87	.....
31015	Henderson to Overton.....	Galveston, Harriaburgh and San Antonio Rwy.	31.61	6	1,351 32	.....	1,351 32	42 75	.....
31016	Corpus Christi to Laredo.....	Henderson & Overton Ech R. R.	15.53	6	663 90	.....	663 90	42 75	.....
		Texas Mexican Rwy.....	163.48	6	1,710 00	.....	1,710 00	42 75	.....	123.48 miles no pay fixed.

[illegible]

R. P. O. on 568.19
miles.

**On 49.33 miles pay
not fixed.**

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	KANSAS—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
33014	Lawrence to Carbondale	Carbondale Branch Kansas Pacific Rwy.	32.73	6	1,399 21	.....	1,399 21	42 75	.....
33015	Junction City to Clyde	Junc. City and Ft. Kearney R. R.	56.60	6	3,581 08	.....	3,581 08	63 27	.....
33016	Topeka to Kansas City	Atch'n, Topeka & Santa F6 R. R.	66.20	10½	13,131 42	1,655 00	14,786 43	198 36	25 00	
33017	Florence to Douglas	Florence, Eldorado and Walnut Valley R. R.	54.77	6	1,314 56	.....	1,314 56	42 75	.....	On 24.02 miles pay not fixed.
33018	Vacant.									
33019	Ottawa to Burlington	Kansas City, Lawrence and Southern Kansas R. R.	47.05	6	2,137 76	.....	2,137 76	66 09	.....
33020	Girard to Joplin	Joplin R. R.	37.30	6	1,594 57	.....	1,594 57	42 75	.....
33021	Waterville to Washington	Central Br'ch Union Pacific R. R.	26.50	6	1,787 80	.....	1,787 80	87 21	.....
33022	Greenleaf to Concordia	do	41.97	6	4,270 44	.....	4,270 44	101 75	.....
33023	Emporia to Howard	Atch'n, Topeka & Santa F6 R. R.	76.10	6	3,383 40	.....	3,383 40	44 46	.....
33024	Cherry Vale to Weir	Kansas City, Fort Scott and Gulf R. R.	50.33	6	2,151 59	.....	2,151 59	42 75	.....
33025	Solomon City to Beloit	Solomon R. R.	56.90	6	2,821 67	.....	2,821 67	49 39	.....	On 24.92 miles pay not fixed.
33026	Concordia to Lenora	Central Br'ch Union Pacific R. R.	198.93	6	9,455 99	.....	9,455 99	82 94	.....
33027	Concordia to Warwick	do	35.20	6	1,504 80	.....	1,504 80	42 75	.....
33028	Salina to McPherson	Salina and Southwestern R. R.	36.47	6	1,559 09	.....	1,559 09	42 75	.....
33029	Cawker City to Bull's City	Central Br'ch Union Pacific R. R.	30.35	6	1,297 46	.....	1,297 46	42 75	.....
33030	Florence to Ellinwood	Atch'n, Topeka & Santa F6 R. R.	96.35	6	3,696 08	.....	3,696 08	47 03	.....	On 19.76 miles pay not fixed.
33030a	Paola to Le Roy Junction, (n. o.)	Missouri Pacific Rwy.	60.80	6	2,599 20	.....	2,599 20	42 75	.....
33030b	Jamestown to Burr Oak	Central Br'ch Union Pacific R. R.	33.95	6	1,480 56	.....	1,480 56	43 61	.....
33030c	Ossawatimie to Ottawa	Missouri Pacific Rwy.	21.50	6	1,029 42	.....	1,029 42	47 03	.....
33030d	Burlingame to Manhattan	Manhattan, Alma and Burlington Rwy.	57.31	6	2,695 29	.....	2,695 29	47 03	.....
33030e	Wellington to Harper	Kansas City, Lawrence and Southern Kansas R. R.	35.84	6	1,532 16	.....	1,532 16	42 75	.....	Pay not fixed.
33030f	Fort Scott to Toronto	Saint Louis, Fort Scott and Wichita R. R.	73.90	6	2,546 89	.....	2,546 89	66 09	.....
33030g	Mulvane to Caldwell	Atch'n, Topeka & Santa F6 R. R.	38.19	6	367,550 38	.....	367,550 38	.....	.....
			3,955.19		27,692 25	.....	27,692 25	.....	.....

NEBRASKA.									
34001	Council Bluffs to Ogden City	Union Pacific Rwy.	{ 371.00 664.20 }	7	375,643 08	61,035 00	456,678 08	382 19	{ 75 00 50 00 }
34002	Piattmouth to Kearney	Burlington and Missouri River (in Nebraska) R. R.	180.80	6	27,080 24	3,225 82	30,306 06	141 93	R. P. O. 147.5 miles.
34003	Omaha to Covington	Chicago, Saint Paul, Minne- apolis and Omaha R. R.	127.61	12	6,528 53		6,528 53	51 16	
34004	Omaha to Orecopia Junction, n. o.	Burlington and Missouri River (in Nebraska) R. R.	17.76	6	2,490 30	388 41	2,878 71	140 22	21 87
34005	Omaha City to York	Nebraska R. R.	137.69	6	8,005 29		8,005 29	58 14	
34006	Crete to Beatrice	Burlington and Missouri River (in Nebraska) R. R.	30.60	6	1,412 80		1,412 80	46 17	
34007	Coburn Junction (n. o.) to Ponca	Chicago, Saint Paul, Minne- apolis and Omaha Rwy.	16.50	6	705 37		705 37	42 75	
34008	Valley to Stromburg	Omaha & Republican Valley R. R.	90.78	7.6	4,812 24		4,812 24	53 01	On 23.41 miles pay not fixed.
34009	Hastings to Culbertson	Republican Valley R. R.	172.27	6	9,672 92		9,672 92	64 98	On 97.25 miles pay not fixed.
34010	Fremont to Long Pine	Fremont, Elkhorn and Missouri Valley R. R.	212.69	6	6,711 68		6,711 68	58 14	
34011	York to Central City	Republican Valley R. R.	42.35	6	2,715 90		2,715 90	64 13	
34012	Columbus to Norfolk	Omaha, Niobrara and Black Hills R. R.	50.67	6	2,166 14		2,166 14	42 75	
34013	Beatrice to Marysville	Omaha & Republican Valley R. R.	38.20	6	1,636 90		1,636 90	42 75	
34014	Valparaiso to Lincoln	do	20.65	12	882 79		882 79	42 75	
34015	Grand Island to Saint Paul	do	22.62	6	987 00		987 00	42 75	
34016	Beatrice to Red Cloud	Republican Valley R. R.	121.23	6					Do.
34017	Lost Creek to Albion	Omaha, Niobrara and Black Hills R. R.	34.16	6					Do.
34018	Norfolk Junction (n. o.) to Creighton	Fremont, Elkhorn and Missouri Valley R. R.	42.48	6					Do.
34019	Nebraska City to Calvert	Republican Valley R. R.	10.06	6					Do.
34020	Wymora to Table Rock	do	39.18	6					Do.
34021	Enclison Junction (n. o.) to Norfolk	Chicago, Saint Louis, Minne- apolis and Omaha Rwy.	46.67	6					Do.
			2,500.26		471,431 18	64,649 23	536,080 41		
DAKOTA.									
35001	Sioux City to Yankton	Chicago, Milwaukee and Saint Paul Rwy.	61.71	6	4,220 96		4,220 96	68 40	On 67.33 miles pay not fixed.
35002	Marion to Chamberlain	do	111.88	6	2,552 27		2,552 27	57 29	Pay not fixed.
35003	Breckinridge to Durbin	Saint Paul, Minneapolis and Manitoba Rwy.	47.87	6					Do.
35004	Grand Forks to Larimore	do	28.52	6					Do.
35005	Grand Forks to Fargo	do	78.06	6					Do.
35006	Cassellton to Mayville	Cassellton Branch R. R.	24.13	6					Do.
35007	Flandreau to Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	39.17	6					Do.
35008	Egan to Howard	do	46.48	6					Do.
35009	Millbank to Wilmot	do	16.97	6					Do.

39002	Antonita to Durango	Denver and Rio Grande Rwy	171.70	7	3,770 10	59 00	On 107.60 miles pay not fixed.
39003	New Albuquerque to Winslow	Atlantic and Pacific R. R.	288.02	6			Pay not fixed.
39004	Thorne to El Paso	Atchison, Top. & Santa Fe R. R.	77.31	6			Do.
39005	Deming to El Paso	Southern Pacific Railroad of New Mexico, and Galveston Harrisburg and San Antonio from Rio Grande east R. R.	88.79	6			Do.
			644.45		5,155 98		
40001	Yuma to Deming	Southern Pacific Railroad Company of Arizona and New Mexico Rwy.	466.90	6			Pay not fixed.
			466.90				
41001	Ogden City to Frisco	Utah Central Rwy	{ 38.15 105.03 137.76 }	{ 7 7 7 }	19,776 61	{ 98 064 78 06 56 43 }	{ Routes 41002 and 41007 consolidated with this route.
41002	Ogden City to Butte City	Utah Northern R. R.	418.22	7	8,065 14	100 89	Pay not fixed on 338.28 miles.
41004	Sandy to Bingham Cañon	Wasatch and Jordan Valley R. R.	22.50	6	961 87	42 75	
41005	Salt Lake City to Stockton	Utah Western R. R.	40.50	6	1,731 37	43 75	
41006	Sandy to Alta	Wasatch and Jordan Valley R. R.	16.78	6	717 34	42 75	
41007	Vacant.						
41008	Echo City to Park City	Echo and Park City Rwy.	28.65	6			Pay not fixed.
41009	Provo City to Scofield	Utah and Pleasant Valley Rwy.	59.36	6			Do.
41010	Salt Creek to Wales	San Pete Valley Rwy.	26.24	6			Do.
			893.19		31,252 33		
43001	Kalama to Carbonado	Northern Pacific R. R.	139.83	6	6,899 66	50 61	On 3.50 miles pay not fixed.
43002	Seattle to New Castle	Seattle and Walla Walla R. R.	20.28	6	866 97	42 75	
43003	Olympia to Tenino	Olympia & Chehalis Valley R. R.	15.31	6	654 50	42 75	
43004	Walla Walla to Wallula	Walla Walla and Col. River R. R.	32.47	6	1,383 81	42 75	
43005	Vacant.						
43006	Vacant.						
43007	Whitman Junction to Weston	Walla Walla and Col. River R. R.	17.50	6			Pay not fixed.
43008	Walla Walla to Dayton	Oregon Railway and Navigation Company.	40.05	6			Do.
43009	Wallula to Pend D'Oreille	Northern Pacific R. R.	218.00	6			Do.
			483.34		9,804 94		

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
OREGON.										
44001	Portland to Roseburgh	Oregon and California R. R.	106.10	6	19,746 73		19,746 73	98 18		} Route 4404 consolidated with this.
44002	Portland to Corvallis	do	{ 50.84 47.01	{ 6	4,704 70		4,704 70	{ 53 01 42 75		
44003	Abandoned.									
44004	Discontinued.									
44005	The Dalles to Wallula	Oregon Railway and Navigation Company.	127.62	6						} Pay not fixed.
			424.57		24,451 43		24,451 43			
NEVADA.										
45001	Virginia City to Reno.	Virginia and Truckee R. R.	51.75	6	4,292 14		4,292 14	82 94		} Pay not fixed.
45002	Palisade to Eureka	Southern Pacific R. R.	91.27	6	5,306 43		5,306 43	58 14		
45003	Battle Mountain to Austin	Nevada Central Rwy	94.01	6	4,018 93		4,018 93	42 75		
45004	Mound House (n. o.) to Candalaria	Carson and Colorado R. R.	188.50	6						
			396.53		13,617 50		13,617 50			
CALIFORNIA.										
46001	San Francisco to Ogden City	Central Pacific R. R.	82.17	7	274,615 12	42,516 25	317,131 37	829 18	75 00	} Pay not fixed.
46002	San Francisco to Soledad	Southern Pacific R. R.	802.07	14	10,524 72		10,524 72	73 19	50 00	
46003	Roseville to Redding	Central Pacific R. R.	143.80	7	18,776 77		18,776 77	123 98		
46004	Vacant.		151.45							
46005	Sacramento City to Folsom City	Sacramento Valley R. R.	23.20	12	1,269 50		1,269 50	54 72		} Pay not fixed.
46006	Suisun City to Napa Junction.	California Pacific R. R.	13.00	14	1,011 53		1,011 53	77 81		
46007	Woodland to Graton	do	9.14	6	414 22		414 22	45 32		
46008	Valley Junction (n. o.) to Calistoga	do	43.90	13	2,965 44		2,965 44	67 55		
46009	Marysville to Oroville	U. D. Rideout, purchaser California R. R.	30.00	6	1,436 40		1,436 40	47 88		
46010	Lathrop to Goshen (n. o.)	Central Pacific R. R.	146.30	6	21,146 20	8,657 50	24,803 70	144 54	25 00	} R. P. O. 241.62 miles.
46011	San Francisco to Cloverdale	San Francisco and Northern Pacific R. R.	90.00	6	6,617 70		6,617 70	73 53		
46012	Stockton to Milton	Stockton and Copperopolis R. R.	30.00	6	1,949 40		1,949 40	64 98		
46013	Wilmington to Los Angeles	Southern Pacific R. R.	21.75	6	829 81		829 81	42 75		
46014	Huron to Yuma.	do	{ 298.38 241.62	{ 6	39,899 01	6,040 50	45,939 51	75 24	25 00	

Station	Distance	Pay	Notes	Station	Distance	Pay	Notes
Saginaw to Cairo	35.81	1,580 88		Chicago and West Michigan Rwy.	12	12,692 98	
Monroe to Ludington	53.02	24,487 01		do	6	3,782 28	
Flint and Pere Marquette R. R.	168.21	24,487 01		Trunk Rwy.	10.4	2,669 89	
Detroit, Lansing & Northern R. R.	98.03	14,016 39		Chicago & West Michigan Rwy.	12	12,692 98	
do	100.72	14,016 39		do	6	3,782 28	
Grand Rapids and Indiana R. R.	164.03	18,543 87		do	6	1,068 33	
do	71.81	3,782 28		Detroit, Hillsdale and Southern R. R.	6	3,024 13	
do	61.91	2,669 89		Port Huron & Northwestern Rwy.	12	3,402 90	
Toledo, Ann Arbor and Grand Trunk Rwy.	168.70	2,669 89		Chicago & West Michigan Rwy.	6	2,010 53	
Chicago & West Michigan Rwy.	55.50	2,372 63		Detroit, Grand Haven and Milwaukee Rwy.	20.2	23,668 77	
do	24.90	1,068 33		Grand Trunk Rwy.	15.5	8,208 11	
do	63.50	3,024 13		Port Huron and Jackson R. R.	6	5,570 88	
Detroit, Hillsdale and Southern R. R.	63.50	3,024 13		Saginaw Valley & St. Louis R. R.	35.23	1,656 86	
Port Huron & Northwestern Rwy.	79.60	3,402 90		Chicago and Northwestern Rwy.	7	13,227 90	
Chicago & West Michigan Rwy.	47.03	2,010 53		do	12	2,066 09	
Detroit, Grand Haven and Milwaukee Rwy.	101.15	23,668 77		Michigan Air Line Rwy.	8.6	1,574 47	
Grand Trunk Rwy.	64.85	8,208 11		Traverse City R. R.	6	1,235 00	
Port Huron and Jackson R. R.	97.24	5,570 88		Toledo, Canada Southern and Detroit R. R.	18.6	10,187 36	
East Saginaw to Saint Louis	35.23	1,656 86		Lake Shore & Mich. Southern Rwy.	6	3,787 06	
Port Huron to Indianapolis	179.07	13,227 90		Michigan, Midland & Canada R. R.	16.78	716 49	
Powers to Crystal Falls	57.74	2,066 09		Chicago and Grand Trunk Rwy.	333.00	24,771 87	
Lenox to Pontiac	36.83	1,574 47		Marquette, Houghton and Ontonagon R. R.	6	3,300 32	
Walton to Traverse City	26.28	1,235 00		Chicago, Saginaw & Canada R. R.	12	1,960 33	
Toledo to Detroit	41.32	10,187 36		Port Huron & Northwestern Rwy.	8.4	4,639 06	
Grosse Ile to Fayette	70.30	3,787 06		Flint and Pere Marquette R. R.	12	641 25	
Saint Clair to Richmond	16.78	716 49		do	6	635 26	
Vacant.				do	12	1,801 96	
Port Huron to Chicago	333.00	24,771 87		Chicago and West Michigan Rwy.	6	167 15	
Marquette to L'Anse au Loup	63.48	3,300 32		Flint and Pere Marquette R. R.	6	840 03	
Saint Louis to Lake View	36.39	1,960 33		do	24	861 26	
Port Huron to Sand Beach	71.70	4,639 06		do	12	172 53	
Coleman to Mount Pleasant	15.00	641 25		Saint Joseph Valley R. R.	11.03	471 53	
Harrison Junction, n. o., to Harrison Junction, s. o.	14.86	635 26		Detroit, Mackinac and Marquette R. R.	151.20	1,771 56	
Butler's Junction, n. o., to Manistee	27.02	1,801 96		Chicago and West Michigan Rwy.	12	12,692 98	
Mears to Hart	3.91	167 15		do	6	3,782 28	
Other Lake Junction to Water town.	19.65	840 03		do	6	1,068 33	
East Saginaw to Bay City	12.75	861 26		do	6	3,024 13	
Saint Clair Junction, n. o., to Saginaw	3.54	172 53		do	6	2,010 53	
Ruchman to Herriem Springs	11.03	471 53		do	6	1,068 33	
Point - Saint Ignace, n. o., to Marquette	151.20	1,771 56		do	6	3,024 13	
Holland to Grand Rapids	25.90	1,771 56		do	6	2,010 53	

D.—Steamboat service as in operation on the 30th of June, 1882.

Number of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay	Annual pay in each State.	Remarks.
MAINE.								
93	Upton to Middle Dam	Charles A. J. Farrar	18½	Miles.	6	Dollars.	Dollars.	{ From June 1 to September 30, 1882, partly by steamboat and partly by land. Twelve times a week two and a half months, six times a week five and a half months. Six times a week four months. Once a week, with three additional weekly trips between Portland and Bar-Harbor (138 miles) during season of summer travel. During season of navigation.
94	Middle Dam to Errol, N. H.	do	17		6	200 00 200 00		
95	Bath to Booth Bay	Eastern Steamboat Company, H. W. Swanton, treasurer.	18					
96	Wiscasset to Booth Bay	{ Sanford Steamship Company, James Littlefield, superintendent. Portland, Little Chebague and Harpswell Steamboat Company, John S. Morris, president.	20		1	728 22 500 00		
97	Boston, Mass., to Machiasport, Me.		320 334			1,300 00		
98	Rockland to Sullivan	Charles W. Howard	78		1	500 00		
99	Portland to Chebague Island		10		6	589 00		
100	Rangeley to Indian Rock		10	81½		200 00	4,227 22	Six times a week four months.
NEW HAMPSHIRE.								
1099	Weir's Bridge to Wolfborough	Lake Winnepisaukee Steamboat Company, B. J. Cole, president.	30			650 00		Six times a week four and two-thirds months during season of navigation.
1100	Alton Bay to Centre Harbor	{ Boston and Maine Railroad Company, George C. Lord, president. }	10 20		6 3	1,600 00		{ During season of navigation, from June 19 to November 1 in each year.
				60			2,250 00	
MASSACHUSETTS.								
3097	Boston to Hull	Hingham, Hull and Duxbury Landing Steamboat Company, George P. Cushing, superintendent.	15		6			From May 1 to October 31, 1882, without expense to the department.
3098	Wood's Holl to Nantucket	{ Nantucket and Cape Cod Steamboat Company, George Marston, president. }	30			7,875 00		Twelve times a week six months; six times a week six months.

3099	New Bedford to Cuttyhunk.....	Wilber Kelley	15	.....	.....	1,400 00	.....	Six times a week three months; once a week nine months.
3100	New Bedford to Edgartown.....	New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer.	34	.....	6	2,000 00	.....
				94	.....	.....	11,275 00	
	RHODE ISLAND.							
4098	Block Island to Norwich.....	Norwich, New London and Watch Hill Steamboat Company, P. B. Greene, secretary.	58	.....	.....	.....	.....	Twice a week during the summer season, without expense to the department.
4099	Newport to Wickford Junction, n. o.	Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent.	15.4	.....	.....	8,947 57	.....	Twenty-five times a week five months; eighteen times a week seven months.
4100	{ Block Island to Newport.....	{ Martin V. Ball.....	80	.....	.....	.....	.....	Six times a week three months; three times a week nine months.
	{ Newport to Providence.....		30	.....	6	2,445 00	11,392 57	From June 16 to September 15 in each year.
				133.4	.....	.....	.....
	NEW YORK.							
6764	Plattsburgh, N. Y., to Burlington, Vt.	Champlain Transportation Company.	24	.....	.....	1,050 00	.....	Six times a week nine months.
6765	Geneva to Watkins.....	Seneca Lake Steam Navigation Company.	47	.....	6	2,500 00	.....
6766	Lake George to Fort Ticonderoga.....	Champlain Transportation Company.	40	.....	.....	600 00	.....	Six times a week four months.
6767	Harlem River to Jersey City, N. J.	New England Transfer Company.	114	.....	7	900 00	.....	One way only.
6768	Brooklyn to Jersey City, N. J.	Brooklyn Annex Company.	21	.....	38	1,825 00	.....	Six times a week nine months.
6853	Penn Yan to Hammondsport.....	Kenka Navigation Company.	21	.....	145.4	350 00	7,225 00	
				
	MARYLAND.							
10092	Baltimore to Queenstown.....	Chester River Steamboat Company.	40	.....	3	375 00	.....	Six times a week on 110 miles eight months; 2 times a week on 40 miles eight months; 2 times a week on 110 miles four months; and once a week on 40 miles four months.
10093	Baltimore to Chestertown.....	W. C. Eliason, manager, &c.	35	.....	6	175 00	.....
10094	Baltimore to Wilson's Wharf, n. o.	Eastern Shore Steamboat Company.	150	.....	.....	4,200 00	.....
				
10096	Baltimore to Saint Michael's.....	H. C. Dodson, general agent, &c.	62	.....	3	156 00	.....
10097	Washington to Glymont.....	Thomas Adams.	294	.....	6	2,130 00	.....
10098	Baltimore to Benedict.....	Henry Williams.	1234	.....	2	1,800 00	.....
10099	Baltimore to Freeport.....	H. B. Knigh, president Maryland Steamboat Company.	200	.....	2	1,800 00	.....
10100	Baltimore to Cambridge.....	do.	95	.....	6	2,400 00	13,036 00	
				794.4	.....	.....	.....

D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company.	7		6	500 00		
11095	West Point to Baltimore.	Baltimore, Chesapeake and Richmond Steamboat Company.	106			1,800 00		
11096	Norfolk to Baltimore.	Baltimore Steam Packet Company.	180		6	18,000 00		
11097	Norfolk to Eastville.	Old Dominion Steamship Company.	57		3	3,500 00		
11098	Norfolk to Matthews Court-House.	do	60		3	3,000 00		
11099	Norfolk to Richmond.	Virginia Steamboat Company.	151		3	7,000 00		
11100	Fredericksburgh to Baltimore.	Henry Williams.	323½	97½	2	8,749 94	87,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president.	96		6	8,000 00		
12099	Parkersburgh to Pomeroy.	Williamson & Maddy.	87½		6	7,800 00		
12100	Charleston to Gallipolis.	J. E. Reese.	63	24½	6	8,940 00	19,740 00	
	NORTH CAROLINA.							Six times a week on 20 miles; three times a week on 108 miles.
13091	Plymouth to Jamestown.	A. Fisher.	11		6	1,080 00		
13096	Norfolk to Manteo.	Isaiah Cane.	124½		3	4,350 00		
13097	Plymouth to Franklin.	Zimri McDonald.	128			5,036 43		
13098	Plymouth to Winder.	do	30		3	783 00		
13099	Wilmington to Smithville.	Joseph Blabey.	28		6	1,559 00		
13100	Wilmington to Fayetteville.	B. G. Worth.	112	43½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville.	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island.	Peter Fuglio.	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills....						
FLORIDA.							
16083	New Orleans, La. to Havana, Cuba....	C. A. Whitney & Co.	832		1	1,200 00	Gratuitous service.
16087	Jacksonville to Fort George.....	H. T. Bays.....	26		6	3,145 00	\$200 per round trip.
16088	Milton to Warrington.....	John Miller.....	34		6	10,400 00	6 for six months. 3 for six months.
16089	New York, N. Y., to Galveston, Tex....	C. H. Mallory & Co.	2,075		1	2,121 22	6 to Saint Mary's. 2 the residue.
16090	Palatka to Crescent City.....	George W. Beach and John W. Miller.	314		2	31,000 00	
16091	Cedar Keys to Key West.....	John Miller.....	284		2	2,107 78	
16092	Fernandina to King's Ferry.....	Harb. Smith, & Richardson.....	85		2	3,000 00	
16093	Pensacola to Freeport.....	R. W. Ruter.....	102		2	18,067 45	
16097	Jacksonville to Enterprise.....	Frederick de Bary.....	204		6	4,000 00	
16098	Chattahoochee to Apalachicola.....	Samuel I. Whitealde.....	136	3,827 4	2	75,041 45	
ALABAMA.							
17083	Rome, Ga. to Gadaden.....	W. T. Smith.....	155		2	1,639 38	
17097	Mobile to Demopolis.....	F. S. Stone.....	240		1	3,000 00	7 for six months. 3 for six months.
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	421		7,289 36	
MISSISSIPPI.							
18097	English Lookout, La. to Gainesville....	Porterent & Favre.....	24	24	6	1,275 50	
TENNESSEE.							
19098	Loudon to Kingston.....	U. S. Allison.....	30		6	1,579 12	
19099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	109	139	2	1,640 00	
KENTUCKY.							
20097	Louisville to Evansville.....	W. C. Hite.....	217		6	15,000 00	
20098	Evansville to Cairo.....	John S. Hopkins.....	202		6	15,000 00	
20099	Bowling Green to Evansville.....	C. G. Smallhouse.....	196		2	4,800 00	
20100	Johnsonville to Waterloo.....	W. G. Brown.....	145	765	2	3,415 39	
OHIO.							
21098	Zanesville to Marietta.....	K. M. Armstrong.....	27		12	6,388 00	
21099	Portsmouth to Cincinnati.....	Portsmouth Big Sandy, and Pomeroy Packet Company.....	171	48	6	9,000 00	
21100	Huntingdon to Gallipolis.....	William Bay.....	44	243	6	2,569 78	
						17,957 78	

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	7		6	500 00		
11096	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company	196			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	3,500 00		
11098	Norfolk to Matthews Court-House	do	60		3	3,000 00		
11099	Norfolk to Richmond	Virginia Steamboat Company	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	323½	97½	2	8,749 94	87,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	63	243½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fisher	11		6	1,080 00		
13096	Norfolk to Manteo	Isabel Cane	128½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,036 43		
13098	Plymouth to Windsor	do	30		3	763 00		
13099	Wilmington to Smithville	Joseph Slabey	28		6	1,559 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	485½	1	972 50	13,790 93	Six times a week on 30 miles; three times a week on 108 miles.
	SOUTH CAROLINA.							
14098	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills						
FLORIDA.							
16063	New Orleans, La., to Havana, Cuba	C. A. Whitney & Co.	832		1	1,200 00	
16067	Jacksonville to Fort George	H. T. Baya	26		6	3,145 00	
16088	Milton to Warrington	John Miller	34		6	10,400 00	
16089	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.	2,075		1	2,121 22	
16090	Palatka to Crescent City	George W. Beach and John W. Miller	314			31,000 00	
16091	Cedar Keys to Key West	John Miller	2864		2	2,107 78	
16092	Fernandina to King's Ferry	Hart Smith & Richardson	85			3,000 00	
16093	Pensacola to Freeport	R. W. Ruter	102		2	18,067 45	
16094	Jacksonville to Enterprise	Frederick de Bary	20644		6	4,000 00	
16097	Chattahoochee to Apalachicola	Samuel I. Whitealde	136		2		75,041 45
ALABAMA.							
17093	Rome, Ga., to Gadsden	W. T. Smith	155		2	1,639 38	
17097	Mobile to Demopolis	F. S. Stone	240		1	3,000 00	
17099	Mobile to Point Clear	Edwin Baldwin	26				7,239 36
MISSISSIPPI.							
18097	English Lookout, La., to Gainesville	Portevent & Favre	244		6	1,275 50	
TENNESSEE.							
19098	London to Kingston	U. S. Allison	30		6	1,579 12	
19099	Chattanooga to King's Creek	J. P. & W. E. Kendrick	109		2	1,640 00	
KENTUCKY.							
20097	Louisville to Evansville	W. C. Hite	217		6	15,000 00	
20098	Evansville to Cairo	John S. Hopkins	202		6	15,000 00	
20099	Bowling Green to Evansville	C. G. Smallhouse	198		2	4,800 00	
20100	Johnsonville to Waterloo	W. G. Brown	148		2	3,415 39	
OHIO.							
21098	Zanesville to Marietta	K. M. Armstrong	27		12	6,388 00	
21099	Portsmouth to Cincinnati	Portsmouth, Big Sandy, and Pomeroy Packet Company	48		6	9,000 00	
21100	Huntingdon to Gallipolis	William Bay	174		6	2,569 78	
			454				17,957 78

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	7		6	500 00		
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company.	196			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	3,500 00		
11098	Norfolk to Matthews Court-House	Old Dominion Steamship Company	60		3	3,000 00		
11099	Norfolk to Richmond	do	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Virginia Steamboat Company	323½		2	3,749 94		
		Henry Williams		97½			87,549 94	
	WEST VIRGINIA.							
12096	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	63	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fisher	11		6	1,080 00		
13096	Norfolk to Manteo	Isaiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,036 43		
13098	Plymouth to Windsor	do	30		3	793 00		
13099	Wilmington to Smithville	Joseph Biebey	28		6	1,550 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	485½	1	972 50	13,790 93	Six times a week on 20 miles; three times a week on 106 miles.
	SOUTH CAROLINA.							
14096	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.		8	8	6	475 00	475 00	Gratuitous service. \$200 per round trip. 6 for six months. 3 for six months. 6 to Saint Mary's. 2 the residue.
BRUNSWICK to Saint Simon's Mills.				8	8	6	475 00	475 00	
FLORIDA.									
15063	New Orleans, La. to Havana, Cuba.	C. A. Whitney & Co.		832		1	1,200 00		
15067	Jacksonville to Fort George.	H. T. Baya		26		6	3,145 00		
15068	Milton to Warrington.	John Miller		344		6	10,400 00		
15069	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.		3,075		1	2,121 22		
15090	Palatka to Crescent City.	George W. Beach and John W. Miller		814		2	31,000 00		
15091	Cedar Keys to Key West.	John Miller		2984		2	2,107 78		
15092	Fortmanina to King's Ferry.	Hart Smith & Richardson		85		2	3,000 00		
15093	Pensacola to Freeport.	R. W. Ruter		102		6	18,067 45		
15097	Jacksonville to Enterprise.	Frederick de Bary		20614		2	4,000 00		
15098	Chattahoochee to Apalachicola.	Samuel I. Whitehead		136	8,827 14	2		75,041 45	
ALABAMA.									
17093	Rome, Ga. to Gadsden.	W. T. Smith		155		2	1,689 36		
17097	Mobile to Demopolis.	F. S. Stone		240		1	2,000 00		
17099	Mobile to Point Clear.	Edwin Baldwin		26	421			7,289 36	7 for six months. 3 for six months.
MISSISSIPPI.									
18097	English Lookout, La., to Gainesville.	Porterent & Favre		244	244	6	1,275 50	1,275 50	
TENNESSEE.									
19096	London to Kingston.	U. S. Allison		30		6	1,579 12		
19099	Chattanooga to King's Creek.	J. P. & W. E. Kendrick.		109	189	2	1,640 00		
KENTUCKY.									
20097	Louisville to Evansville.	W. C. Hite		217		6	15,000 00		
20098	Evansville to Cincinnati.	John S. Hopkins		202		6	15,000 00		
20099	Bowling Green to Evansville.	C. G. Smallhouse		196		2	4,800 00		
20100	Johnsonville to Waterloo.	W. G. Brown		148	765	2	3,415 39	88,215 39	
OHIO.									
21098	Zanesville to Marietta.	K. M. Armstrong		27	27	12	6,388 00		
21099	Portsmouth to Cincinnati.	Portsmouth, Big Sandy, and Pomeroy Packet Company.		174	48	6	9,000 00		
21100	Huntington to Gallipolis.	William Bay		454	2484	6	2,500 78	17,957 78	

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	7		6	500 00		
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company	196			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	3,500 00		
11098	Norfolk to Matthews Court-House	Old Dominion Steamship Company	60		3	3,000 00		
11099	Norfolk to Richmond	Virginia Steamboat Company	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	323½	974½	2	3,749 94	37,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	63	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamestown	A. Fisher	11		6	1,080 00		
13096	Norfolk to Manteo	Isiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,036 43		
13098	Plymouth to Windsor	do	30		3	793 00		
13099	Wilmington to Smithville	Joseph Biebey	28		6	1,550 00		Six times a week on 20 miles; three times a week on 108 miles.
13100	Wilmington to Fayetteville	B. G. Worth	112	485½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.									
15100	Brunswick to Saint Simon's Mills.....	U. Dart, Jr.....	8	8	6	475 00	475 00	475 00	Gratuitous service.
FLORIDA.									
16063	New Orleans, La., to Havana, Cuba.....	C. A. Whitney & Co.....	832	832	1	1,200 00	1,200 00	1,200 00	\$200 per round trip.
16067	Jacksonville to Fort Geneva.....	H. T. Baya.....	26	26	6	3,145 00	3,145 00	3,145 00	6 for six months. 3 for six months.
16068	Milton to Warrington.....	John Miller.....	344	344	6	10,400 00	10,400 00	10,400 00	6 to Saint Mary's. 2 the residue.
16069	New York, N. Y., to Galveston, Tex.....	C. H. Mallory & Co.....	2,075	2,075	1	2,121 22	2,121 22	2,121 22	
16090	Palatka to Crescent City.....	George W. Beach and John W. Miller.....	314	314	2	31,000 00	31,000 00	31,000 00	
16091	Cedar Keys to Key West.....	John Miller.....	2894	2894	2	2,107 78	2,107 78	2,107 78	
16092	Pensacola to Key West.....	East Smith & Richardson.....	85	85	2	3,000 00	3,000 00	3,000 00	
16093	Fernandina to Key West.....	R. W. Ruter.....	102	102	2	18,067 45	18,067 45	18,067 45	
16094	Jacksonville to Enterprise.....	Frederick de Bary.....	20644	20644	2	4,000 00	4,000 00	4,000 00	
16097	Jacksonville to Enterprise.....	Samuel I. Whitehead.....	186	186	2	75,041 45	75,041 45	75,041 45	
16098	Chattahoochee to Apalachicola.....	.....	3,827 1/2	3,827 1/2	.....	.....	.....	.....
ALABAMA.									
17093	Rome, Ga., to Gadaden.....	W. T. Smith.....	155	155	2	1,639 36	1,639 36	1,639 36	7 for six months. 3 for six months.
17097	Mobile to Demopolis.....	F. S. Stone.....	240	240	1	3,000 00	3,000 00	3,000 00	
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	26	.....	.....	.....	.....
MISSISSIPPI.									
18097	English Lookout, La., to Gainesville.....	Porterant & Farris.....	24 1/2	24 1/2	6	1,275 50	1,275 50	1,275 50	
TENNESSEE.									
19098	London to Kingston.....	U. S. Allison.....	30	30	6	1,579 12	1,579 12	1,579 12	
19099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	100	100	2	1,640 00	1,640 00	1,640 00	
KENTUCKY.									
20097	Louisville to Evansville.....	W. C. Hite.....	217	217	6	15,000 00	15,000 00	15,000 00	
20098	Evansville to Cairo.....	John S. Hopkins.....	202	202	6	15,000 00	15,000 00	15,000 00	
20099	Bowling Green to Evansville.....	C. G. Smallhouse.....	198	198	2	4,800 00	4,800 00	4,800 00	
20100	Johnsonville to Waterloo.....	W. G. Brown.....	148	148	2	3,415 39	3,415 39	3,415 39	
OHIO.									
21098	Zanesville to Marietta.....	K. M. Armstrong.....	27	27	12	6,388 00	6,388 00	6,388 00	
21099	Portsmouth to Cincinnati.....	Portsmouth Big Sandy, and Pomeroy Packet Company.....	17 1/2	17 1/2	6	9,000 00	9,000 00	9,000 00	
21100	Huntington to Gallipolis.....	William Bay.....	45 1/2	45 1/2	6	2,569 78	2,569 78	2,569 78	

D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	7	7	6	500 00		Three trips a week for ten months.
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company	196	196		1,800 00		
11098	Norfolk to Baltimore	Baltimore Steam Packet Company	180	180	6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57	57	3	3,500 00		
11098	Norfolk to Matthews Court-House	do	60	60	3	3,000 00		
11099	Norfolk to Richmond	Virginia Steamboat Company	151	151	3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	322½	974½	2	3,749 94	37,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president	96	96	6	8,000 00		Six times a week on 20 miles; three times a week on 108 miles.
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½	87½	6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	62	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fisher	11	11	6	1,080 00		
13096	Norfolk to Manteo	Isaiah Cane	126½	126½	3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128	128		5,036 43		
13098	Plymouth to Windsor	do	30	30	3	783 00		Six times a week on 20 miles; three times a week on 108 miles.
13099	Wilmington to Smithville	Joseph Bisbey	28	28	6	1,569 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	435½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Montrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½	7½	7	491 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills.						
FLORIDA.							
16063	New Orleans, La., to Havana, Cuba.	C. A. Whitney & Co.	882		1		
16067	Jacksonville to Fort George.	H. T. Bays	26		6	1,200 00	
16068	Milton to Warrington.	John Miller	344		6	3,145 00	
16069	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.	2,075		1	10,400 00	
16091	Palatka to Crescent City.	George W. Beech and John W. Miller	314		2	2,121 22	
16091	Cedar Keys to Key West.	John Miller	2864		2	31,000 00	
16092	Fernandina to King's Ferry.	Hart, Smith, & Richardson	85		2	2,107 78	
16093	Pensacola to Freeport.	R. W. Ruter	102		2	3,000 00	
16097	Jacksonville to Enterprise.	Frederick de Barry	20644		6	18,067 45	
16098	Chattahoochee to A palachicola.	Samuel I. Whiteside	186	3,827 1/4	2	4,000 00	75,041 45
ALABAMA.							
17093	Rome, Ga., to Gadsden.	W. T. Smith	155		2	1,639 36	
17097	Mobile to Demopolis.	F. S. Stone	240		1	2,600 00	
17099	Mobile to Point Clear.	Edwin Baldwin.	26	421		3,000 00	7,239 36
MISSISSIPPI.							
18097	English Lookout, La., to Gainesville.	Portevant & Favre	244	244	6	1,275 50	1,275 50
TENNESSEE.							
19096	London to Kingston.	U. S. Allison	30		6	1,579 12	
19099	Chattanooga to King's Creek.	J. P. & W. E. Kendrick.	109	139	2	1,640 00	3,219 12
KENTUCKY.							
20097	Louisville to Evansville.	W. C. Hite	217		6	15,000 00	
20098	Evansville to Cairo.	John S. Hopkins	202		6	15,000 00	
20099	Bowling Green to Evansville.	C. G. Smallhouse	198		2	4,800 00	
20100	Johnsonville to Waterloo.	W. G. Brown.	143	765	2	3,415 39	88,315 39
OHIO.							
21096	Zanesville to Marietta.	K. M. Armstrong	27		12 1/2	6,368 00	
21099	Portsmouth to Cincinnati.	Portsmouth, Big Sandy, and Pomeroy Packet Company.	127 1/2		6	9,000 00	
21100	Huntington to Gallipolis.	William Bay.	45 1/2	248 1/2	6	2,569 78	17,957 78

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company...	7		6	500 00		
11095	West Point to Baltimore.....	Baltimore, Chesapeake and Richmond Steamboat Company.	196			1,800 00		
11096	Norfolk to Baltimore.....	Baltimore Steam Packet Company....	180		6	18,000 00		
11097	Norfolk to Eastville.....	Old Dominion Steamship Company....	57		3	3,500 00		
11098	Norfolk to Matthews Court-House.	do	60		3	3,000 00		
11099	Norfolk to Richmond.....	Virginia Steamboat Company.....	151		3	7,000 00		
11100	Fredericksburgh to Baltimore.....	Henry Williams.....	322½	974½	2	3,749 94	37,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh.....	Charles H. Booth, president.....	96		6	8,000 00		
12099	Parkersburgh to Pomeroy.....	Williamson & Maddy.....	87½		6	7,800 00		
12100	Charleston to Gallipolis.....	J. E. Reeside.....	62	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamestown.....	A. Fisher.....	11		6	1,080 00		
13096	Norfolk to Manteo.....	Isalah Cane.....	126½		3	4,350 00		
13097	Plymouth to Franklin.....	Zimri McDonald.....	128			5,036 43		
13098	Plymouth to Windsor.....	do	30		3	723 00		
13099	Wilmington to Smithville.....	Joseph Blabey.....	28		6	1,556 00		Six times a week on 20 miles; three times a week on 106 miles.
13100	Wilmington to Fayetteville.....	B. G. Worth.....	112	435½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville.....	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island.....	Peter Foglio.....	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills.....					
FLORIDA.						
16063	New Orleans, La., to Havana, Cuba.....	C. A. Whitney & Co.	832	1	1,200 00	
16067	Jacksonville to Fort George.....	H. T. Bays	26	6	3,145 00	
16068	Milton to Warrington.....	John Miller	344	6	10,400 00	
16069	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.	2,075	1	2,121 22	
16070	Palatka to Crescent City.....	George W. Beach and John W. Miller	314	2	31,000 00	
16071	Cedar Keys to Key West.....	John Miller	2894	2	2,107 78	
16072	Fernandina to King's Ferry.....	Hart, Smith, & Richardson	85	2	3,000 00	
16073	Pensacola to Freeport.....	R. W. Ruter	102	6	18,087 45	
16077	Jacksonville to Enterprise.....	Frederick de Bary	20644	2	4,000 00	
16078	Chattahoochee to Apalachicola.....	Samuel I. Whiteide	136		75,041 45	
ALABAMA.						
17063	Rome, Ga., to Gadaden.....	W. T. Smith	155	2	1,639 36	
17067	Mobile to Demopolis.....	F. S. Stone	240	1	2,600 00	
17069	Mobile to Point Clear.....	Edwin Baldwin	26		3,000 00	
MISSISSIPPI.						
18097	English Lookout, La., to Gainesville.....	Porterant & Farris	244	6	1,275 50	
TENNESSEE.						
19096	London to Kingston.....	U. S. Allison	30	6	1,579 12	
19099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick	100	2	1,640 00	
KENTUCKY.						
20097	Louisville to Evansville.....	W. C. Hite	317	6	15,000 00	
20098	Evansville to Cairo.....	John S. Hopkins	262	6	15,000 00	
20099	Bowling Green to Evansville.....	C. G. Smallhouse	198	2	4,800 00	
20100	Johnsonville to Waterloo.....	W. G. Brown	148	2	3,415 39	
OHIO.						
21096	Zanesville to Marietta.....	K. M. Armstrong	27	12	6,388 00	
21099	Portsmouth to Cincinnati.....	Portsmouth, Big Sandy, and Pomerooy Packet Company.	1274	6	9,000 00	
21100	Huntingdon to Gallipolis.....	William Bay	454	6	2,500 78	
			2484		17,957 78	

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	196	7	6	500 00		
11096	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company.	180			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	57		6	3,500 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	60		3	3,000 00		
11098	Norfolk to Matthews Court-House	do	151		3	7,000 00		
11098	Norfolk to Richmond	Virginia Steamboat Company.	323½		2	3,749 94		
11100	Fredericksburgh to Baltimore	Henry Williams		97½			87,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomery	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reeside	62	24½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							Six times a week on 20 miles; three times a week on 108 miles.
13091	Plymouth to Jameville	A. Fisher	11		6	1,080 00		
13094	Norfolk to Manteo	Isaiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,038 43		
13098	Plymouth to Windsor	do	30		3	783 00		
13099	Wilmington to Smithville	Joseph Sisley	28		3	1,559 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	43½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.		8	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills							
FLORIDA.								
16083	New Orleans, La., to Havana, Cuba	C. A. Whitney & Co.		832		1	1,200 00	
16087	Jacksonville to Fort George	H. T. Bay		24		6	3,145 00	
16088	Millon to Warrington	John Miller		244		6	10,400 00	
16089	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.		2,075		1	2,121 22	
16090	Palatka to Crescent City	George W. Beach and John W. Miller		31		2	3,000 00	
16091	Cedar Keys to Key West	John Miller		284		2	2,107 78	
16092	Fernandina to King's Ferry	John Smith, & Richardson		85		2	2,000 00	
16093	Portsmouth to Enterprise	R. W. Ruter		103		2	18,087 45	
16097	Jacksonville to Enterprise	Frederick de Hary		204½		2	4,000 00	
16098	Chattahoochee to Apalachicola	Samuel I. Whiteside		136		2	75,041 45	
ALABAMA.								
17093	Rome, Ga., to Gadsden	W. T. Smith		155		2	1,839 36	
17097	Mobile to Demopolis	F. S. Stone		240		1	2,000 00	
17099	Mobile to Point Clear	Edwin Baldwin		26			7,290 36	
MISSISSIPPI.								
18097	English Lookout, La., to Gainesville	Portevent & Favre		24½		6	1,275 50	
TENNESSEE.								
19098	London to Kingston	U. S. Allison		30		6	1,579 12	
19099	Chattanooga to King's Creek	J. P. & W. E. Kendrick		109		2	1,640 00	
KENTUCKY.								
20097	Louisville to Evansville	W. C. Hite		217		6	15,000 00	
20098	Evansville to Cairo	John S. Hopkins		202		6	15,000 00	
20099	Bowling Green to Evansville	C. G. Smallhouse		196		2	4,800 00	
20100	Johnsonville to Waterloo	W. G. Brown		148		2	3,415 39	
OHIO.								
21098	Zanesville to Marietta	K. M. Armstrong		27		12	6,388 00	
21099	Portsmouth to Cincinnati	Portsmouth, Big Sandy, and Pomeroy Packet Company.		48		6	9,000 00	
21100	Huntington to Gallipolis	William Bay		127½		6	2,509 78	
				45½			17,937 78	

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company	7		6	500 00		Three trips a week for ten months.
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company.	196			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company.	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	3,500 00		
11098	Norfolk to Matthews Court House	do	60		3	3,000 00		
11099	Norfolk to Richmond	Virginia Steamboat Company.	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	323½	97½	2	3,749 94		
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomery	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reeside	62	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fisher	11		6	1,080 00		Six times a week on 20 miles; three times a week on 108 miles.
13094	Norfolk to Manteo	Isaiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,036 43		
13098	Plymouth to Windsor	do	30		3	783 00		
13099	Wilmington to Smithville	Joseph Blaney	28		3	1,559 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	435½	1	972 50	13,790 93	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

15100	Georgia. Brunswick to Saint Simon's Mills.....	U. Dart, jr.....	8	8	6	475 00	..... 475 00	Gratuitous service. \$200 per round trip, 6 for six months. 3 for six months. 6 to Saint Mary's. 2 the residue.
FLORIDA.								
15083	New Orleans, La., to Havana, Cuba.....	C. A. Whitney & Co.....	832	1	1	200 00	.....
15087	Jacksonville to Fort George.....	H. T. Bay.....	26	6	6	1,200 00	.....
15088	Milton to Washington.....	John Miller.....	2,074	1	1	10,400 00	.....
15089	New York, N. Y., to Galveston, Tex.....	C. H. Mallory & Co.....	2,074	1	1	2,121 22	.....
15090	Palatka to Crescent City.....	George W. Beach and John W. Miller.....	31	2	2	3,000 00	.....
15091	Paducah to Key West.....	John Miller.....	284	2	2	3,007 78	.....
15092	Fernandina to Key West.....	John Smith, & Richardson.....	185	2	2	15,000 00	.....
15093	Tallahassee to Enterprise.....	R. W. Butler.....	105	2	2	15,007 45	.....
15094	Jacksonville to Enterprise.....	Frederick de Barry.....	204 1/2	2	2	4,000 00	.....
15097	Chattahoochee to Apalachicola.....	Samuel I. Whiteside.....	136	2	2	75,041 45	.....
15098			3,827 1/2					
ALABAMA.								
17093	Birmingham to Gadsden.....	W. T. Smith.....	155	2	2	1,839 36	.....
17097	Mobile to Demopolis.....	F. S. Stone.....	240	1	1	2,000 00	.....
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	421		7,280 36	.....	7 for six months. 3 for six months.
18097	Mississippi. English Lookout, La., to Gainesville.....	Porterent & Favre.....	24 1/2	24 1/2	6	1,275 50	.....
TENNESSEE.								
18098	London to Kingston.....	U. S. Allison.....	30	6	6	1,579 12	.....
18099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	109	139	2	1,640 00	.....
KENTUCKY.								
20097	Louisville to Evansville.....	W. C. Hite.....	217	765	6	15,000 00	.....
20098	Evansville to Cairo.....	John S. Hopkins.....	202	6	6	15,000 00	.....
20099	Bowling Green to Evansville.....	C. G. Smallhouse.....	198	2	2	4,800 00	.....
20100	Johnsonville to Waterloo.....	W. G. Brown.....	148	765	2	3,415 39	.....
OHIO.								
21098	Zanesville to Marietta.....	K. M. Armstrong.....	27	12	6	6,388 00	.....
21099	Portsmouth to Cincinnati.....	Portsmouth, Big Sandy, and Pomeroy Packet Company.....	127 1/2	6	6	9,000 00	.....
21100	Huntingdon to Gallipolis.....	William Bay.....	45 1/2	248 1/2	6	2,569 78	.....

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

D.—Steamboat service as in operation on the 30th June, 1882—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MICHIGAN.		Miles.	Miles.		Dollars.	Dollars.	
24094	Mackinaw City to Saint Ignace.....	Mackinaw Transportation Company.....	6	6	6	1,000 00		\$20 per round trip during season of navigation.
24097	Manistee to Milwaukee, Wis.....	Engelman Transportation Company.....	130		6			Star service during close of navigation.
24098	L'Anse to Hancock.....	L'Anse, Hancock, & Houghton Transportation Company.	35		6	3,000 00		\$35 per round trip during season of navigation.
24099	Bay City to Alpena.....	Darius Cole & Ira F. Holt.....	123	294	6		14,993 33	
	MISSOURI.							
23098	Saint Louis to Keokuk, Iowa.....	R. C. Kereus.....	231		6	15,000 00		
23100	Saint Louis to Memphis, Tenn.....	John A. Scudder.....	453	684	3	25,000 00	40,000 00	
	ARKANSAS.							
23050	Memphis, Tenn., to Friar's Point, Miss.....	H. M. Norton.....	111		3	3,900 00		
23051	Memphis, Tenn., to Osceola.....	J. G. Andrews.....	96		2	6,000 00		
23054	Terrace, Miss., to Pine Bluff.....	Jno. N. Harbin.....	140		2	8,800 00		
23063	Vicksburg, Miss., to Greenville, Miss.....	J. D. Adams.....	155		3	17,024 52		
23064	Memphis, Tenn., to Greenville, Miss.....	do.....	261		3	30,000 00		
23068	Monroe, La., to Red River Landing, La.....	J. W. Blanks.....	285		3	4,300 00		{ Twice a week from November 1 to April 30; once a week the rest of the year.
23069	Helena to Wittenburg.....	W. R. Righton.....	99	1,147	1	1,500 00	71,594 52	
	LOUISIANA.							
30084	Baton Rouge to Bayou Sara.....	B. H. Peterson.....	82		6	9,975 00		{ Once a week eight months; three times a week four months.
30090	New Orleans to Grand Isle.....	John F. Krans.....	94			2,994 44		
30092	Lake Charles to Cameron.....	James R. Price.....	48		2	2,880 00		
30096	New Orleans to Vicksburg, Miss.....	Leathers, Tobin & Cannon.....	408		3	35,000 00		
30097	New Orleans to Hope Villa.....	Milton B. Muncey.....	119		2	4,500 00		

30099	New Orleans to Covington	W. G. Cayle	62	.....	5,700 00	.....	Six times a week six months; three times a week six months.
30100	New Orleans to Port Eads	Kouns, Seovell, O'Pry & Rossett	{ 116 } 12	{ 3 } 1	6,409 84	.....
				891		67,459 28	
TEXAS.							
31096	Houston to Lynchburg	L. F. Allen	27	3	400 00	.....	Twice a month, or as much oftener as steamships may run, at \$200 per round trip.
31100	Morgan City, La., to Isabel, Tex	Morgan's La. and Texas Railroad and Steamship Co.	465	492	4,800 00	5,200 00	
WASHINGTON TERRITORY.							
43063	Stellacoom City to Attondale	H. A. Lawton	10	1	240 00	.....	One round trip per month.
43065	Port Townsend to Neah Bay	James Brittain	101	1	3,380 00	.....
43066	Port Townsend to Sitka, Alaska	Goodall, Perkins & Co	897	.....	14,800 00	.....
43067	Port Townsend to Semiahmoo	Wm. F. Munroe	130	1	2,974 00	.....
43068	Seattle to Sehome	James C. Brittain	{ 136 } 27	{ 2 } 1	4,560 05	.....
43069	New Tacoma to Port Townsend	Lewis M. Starr	893	6	29,700 00	58,654 65	
				1,3903			
OREGON.							
44069	Portland to The Dalles	Oregon Steam Navigation Co	117	6	7,487 00	.....
44100	Portland to Astoria	do	98	6	4,960 00	12,477 00	
				215			
CALIFORNIA.							
46063	Eureka to Arcata	G. W. B. Yocum	8	6	600 00	.....	Six times a week for six months and three times a week for six months.
46065	Lakeport to East Lake	Wm. Giselman	18	3	889 41	.....
46066	San Francisco to Eureka	Pacific Coast Steamship Co.	216	1	5,000 00	.....
46068	Tahoe to Taliesi	Arthur Lyman and Frank H. Fish	464	.....	2,400 00	.....
46069	San Francisco to Sacramento City	California Steam Navigation Co	230	6	8,000 00	.....	Four trips per month.
46100	San Francisco to Portland, Oreg	Oregon Steamship Co.	676	1,1944	22,000 00	38,889 41	

D.—Steamboat service as in operation on the 30th June, 1882—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MICHIGAN.		Miles.	Miles.		Dollars.	Dollars.	
24094	Mackinaw City to Saint Ignace.	Mackinaw Transportation Company.	6		6	1,000 00		\$20 per round trip during season of navigation.
24097	Manistee to Milwaukee, Wis.	Engelman Transportation Company.	130		6			Star service during close of navigation.
24098	L'Anse to Hancock.	L'Anse, Hancock, & Houghton Transportation Company.	35		6	3,000 00		\$35 per round trip during season of navigation.
24099	Bay City to Alpena.	Darius Cole & Ira F. Holt.	123	294	6		14,968 33	
	MISSOURI.							
28098	Saint Louis to Keokuk, Iowa.	R. C. Kereus.	231		6	15,000 00		
28100	Saint Louis to Memphis, Tenn.	John A. Scudder.	453	684	3	25,000 00	40,000 00	
	ARKANSAS.							
29050	Memphis, Tenn., to Friar's Point, Miss.	H. M. Norton.	111		3	3,900 00		Twice a week from November 1 to April 30; once a week the rest of the year.
29051	Memphis, Tenn., to Osceola.	J. G. Andrews.	96		2	6,000 00		
29054	Terrene, Miss., to Pine Bluff.	Jno. N. Harbin.	140		2	8,800 00		
29063	Vicksburg, Miss., to Greenville, Miss.	J. D. Adams.	155		3	17,024 52		
29064	Memphis, Tenn., to Greenville, Miss.	do.	281		3	30,000 00		
29068	Monroe, La., to Red River Landing, La.	J. W. Blanks.	285			4,300 00		
29069	Helena to Wittsburg.	W. R. Righton.	99	1,147	1	1,560 00	71,584 52	
	LOUISIANA.							
30084	Baton Rouge to Bayou Sara.	B. H. Peterson.	32		6	9,975 00		{ Once a week eight months; three times a week four months.
30090	New Orleans to Grand Isle.	John F. Krans.	94			2,904 44		
30092	Lake Charles to Cameron.	James B. Price.	2		2	2,880 00		
30095	New Orleans to Vicksburg, Miss.	Leathers, Tobin & Cannon.	408		3	35,000 00		
30097	New Orleans to Hope Villa.	Milton B. Muncey.	119		2	4,500 00		

30099	New Orleans to Covington	W. G. Coyle	62	{ 116 {	.....	5,700 00	.....	Six times a week six months; three times a week six months.
30100	New Orleans to Port Eads	Kouns, Seovell, O'Pry & Bassett	{ 12 }	.....	.....	6,409 84	.....
				891	.....		87,450 28	
TEXAS.								
31096	Houston to Lynchburgh	L. F. Allen	27	.....	.....	400 00	.....	Twice a month, or as much oftener as steamships may run, at \$200 per round trip.
31100	Morgan City, La., to Isabel, Tex	Morgan's La. and Texas Railroad and Steamship Co.	465	.....	.....	4,800 00	5,200 00	
WASHINGTON TERRITORY.								
43063	Stellacoom City to Artondale	H. A. Lawton	10	.....	.....	240 00	.....	One round trip per month.
43065	Port Townsend to Seal Bay	James Brittain	101	.....	.....	3,380 00	.....
43066	Port Townsend to Sitka, Alaska	Goodall, Perkins & Co	887	.....	.....	14,800 00	.....
43067	Port Townsend to Semiahmoo	Wm. F. Munroe	130	.....	.....	2,974 00	.....
43068	Seattle to Sehome	James C. Brittain	{ 27 }	.....	.....	4,500 00	.....
43069	New Tacoma to Port Townsend	Lewis M. Starr	889	.....	.....	29,700 00	58,654 05	
				1,380	.....		
OREGON.								
44069	Portland to The Dalles	Oregon Steam Navigation Co	117	.....	.....	7,487 00	.....
44100	Portland to Astoria	do	98	.....	.....	4,980 00	12,477 00	
				215	.....		
CALIFORNIA.								
46063	Eureka to Arcata	G. W. R. Yocum	8	.....	.....	600 00	.....	Six times a week for six months and three times a week for six months.
46065	Lakport to East Lake	Wm. Giesman	18	.....	.....	899 41	.....
46066	San Francisco to Eureka	Pacific Coast Steamship Co.	216	.....	.....	5,000 00	.....
46068	Tahoe to Tahoe	Arthur Lyman and Frank H. Fish	464	.....	.....	2,400 00	.....
46069	San Francisco to Sacramento City	California Steam Navigation Co	230	.....	.....	8,000 00	.....	Four trips per month.
46100	San Francisco to Portland, Oreg	Oregon Steamship Co	675	.....	.....	22,000 00	38,889 41	
				1,194	.....		

E.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1882.

States and Territories.	CELEBRITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.				Total annual transportation.				Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Miles.	Decrease.	Increase.	Dollars.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.						Decrease.
Maine.....	20														232,404			
New Hampshire.....	14														270,043			
Vermont.....	10														94,782			
Massachusetts.....	28														1,440,909			
Rhode Island.....	15														376,253			
Connecticut.....	28														1,424,398			
New York.....	2,001														1,377,843			
New Jersey.....	46														19,797			
Pennsylvania.....	153														48,652			
Delaware.....	14														21,708			
Maryland.....	82														36,438			
Virginia.....	371														515,948			
West Virginia.....	128														814,328			
North Carolina.....	138														37,651			
South Carolina.....	280														359,858			
Georgia.....	180														105,867			
Florida.....	258														227,054			
Alabama.....	229														189,871			
Mississippi.....	71														67,189			
Tennessee.....	71														136,535			
Kentucky.....	60														146,493			
Ohio.....	130														200,368			
Illinois.....	130														129,016			
Indiana.....	130														786,504			
Michigan.....	251														830,547			
Wisconsin.....	10														419,670			
Minnesota.....	769														73,792			
Iowa.....	207														69,935			
Missouri.....	260														213,318			
Arkansas.....	94														106,083			
Louisiana.....	2,597														390,690			
Texas.....	324,491														130,308			
															212,544			
															164,332			

F.—Statement of expedited star service.

[This statement extends only to April 30, 1881, inclusive.]

Year.	Route.	Termini.	Annual pay.	Second Assistant Postmaster-General.	Pay for expedition.	Order dated.	Order took effect.	Contractor.
Jan. 1, 1872, to June 30, 1874	7584, Ark....	Fayetteville to Saint Paul	\$1,800 00	John L. Rountt	\$1,800 00	Mar. 5, 1874	Mar. 15, 1874	W. Silveve.
	7693, Ark....	Clarksville to Saint Paul	4,000 00	do	4,000 00	Mar. 5, 1874	Mar. 15, 1874	R. C. Kerens.
	8031, La....	Red River Landing to Alexandria	11,700 00	do	5,118 75	Jan. 21, 1873	Feb. 1, 1873	Peterson & Searla.
	8067, La....	Alexandria to Shreveport	8,070 00	do	4,850 45	Feb. 1, 1873	Feb. 1, 1873	do
	8234, Tex....	San Antonio to Corpus Christi	13,200 00	do	13,143 00	Jan. 11, 1873	Jan. 10, 1873	W. D. Kittle.
	14773, Cal....	Tehama to Portland; side supply.	142,861 00	do	48,948 00	June 8, 1872	July 1, 1872	B. Barlow.
	14788, Cal....	Red Bluffs to Yreka.	1,192 00	do	1,192 00	July 2, 1872	July 16, 1872	M. D. Thompson.
	14894, Cal....	Cloverdale to Upper Clear Lake	1,870 00	do	1,837 50	Oct. 22, 1873	Nov. 1, 1873	J. Grant.
	14943, Cal....	San Bernardino to Spadra	32,667 00	do	24,767 00	Jan. 24, 1874	Jan. 24, 1874	W. Hamilton.
	35234, Kans....	Tipton to Los Angeles	2,379 13	do	2,379 13	Dec. 21, 1874	Jan. 1, 1875	M. L. Bauga.
Year ending June 30, 1875.	35232, Kans....	Wichita to Arkansas City	3,234 00	do	2,158 00	Dec. 28, 1874	Jan. 1, 1875	J. Cal.
	38120, Colo....	Solomon City to Cowker City	2,285 00	do	2,200 00	Feb. 13, 1875	Mar. 1, 1875	C. H. Cotter.
	39110, N. Mex....	Manitou to Fair Play	55,000 00	do	45,000 00	Feb. 5, 1874	Dec. 1, 1874	Kerens & Mitchell.
	46129, Cal....	Medilla to San Diego	17,385 00	do	9,519 00	June 3, 1874	July 1, 1874	C. H. Cotter.
	46138, Cal....	Bakersfield to Lone Pine; side supply to Panamint.	13,725 40	do	5,902 00	Dec. 8, 1874	Jan. 1, 1875	W. Buckley.
	29174, Ark....	Fort Smith to Pierce City; side supply to Lee's Creek.	9,702 48	James N. Tyner	957 00	Aug. 5, 1875	Aug. 5, 1875	U. E. Fisher.
	29118, Ark....	Altus to Fort Smith	4,343 12	do	3,861 60	Nov. 2, 1875	Nov. 2, 1875	A. P. Curry.
	31436, Ark....	Fredericksburg to Fort Concho	9,100 00	do	6,960 00	Dec. 14, 1875	Nov. 15, 1875	J. C. Kinzey.
	31187, Tex....	Austin to Fredericksburg	3,170 00	do	1,982 00	Feb. 21, 1876	Nov. 15, 1875	do
	34134, Neb....	Edgar to Jewell Centre	1,710 00	do	1,330 00	Jan. 10, 1875	July 15, 1875	J. Hale.
Year ending June 30, 1877	28141, Mo....	Saint Joseph to Albany	1,900 00	Thomas J. Brady	1,750 00	Feb. 10, 1877	Feb. 15, 1877	H. M. Vaile.
	29115, Ark....	Little Rock to Pine Bluff	1,900 00	do	1,750 00	Aug. 18, 1876	Aug. 28, 1876	J. C. Kinzey.
	29256, Ark....	Fayetteville to Ozark	3,157 25	do	2,842 75	Oct. 23, 1876	Oct. 25, 1876	J. G. Bottsford.
	32001, Ind. T....	Caldwell to Fort Sill	11,700 00	do	11,700 00	Feb. 5, 1877	Feb. 8, 1877	Ville Kerens & Mitchell.
	33063, Kans....	Greenleaf to Clay Centre	1,835 50	do	2,039 44	Mar. 12, 1877	Mar. 19, 1877	H. M. Vaile.
	37109, Wyo....	Cheyenne City to Spotted Tail	9,250 57	do	39,361 61	Feb. 15, 1877	Mar. 1, 1877	H. M. Brown.
	37105, Wyo....	Green River City to Camp Brown	12,350 44	do	33,559 61	Mar. 2, 1877	Mar. 10, 1877	J. G. Gillbert.
	38137, Colo....	West Las Animas to Santa Fe	50,556 00	do	17,227 00	Aug. 2, 1876	Sept. 1, 1877	H. Tisdale.
	40102, Ariz....	Prescott to San Bernardino	33,700 00	do	10,065 00	Mar. 28, 1877	Apr. 1, 1877	A. V. Duen.
	40106, Ariz....	Wickenburg to Florence	4,489 00	do	6,073 65	Mar. 28, 1877	Apr. 15, 1877	J. J. Hink.
Year ending June 30, 1878.	44139, Oreg....	Ashland to Lake City	5,031 25	do	2,804 25	Mar. 3, 1877	Apr. 1, 1877	Hall & Garrett.
	38141, Colo....	Canon City to Lake City	18,310 00	do	10,864 19	Mar. 3, 1877	Mar. 16, 1877	C. L. Richard.
	38155, Colo....	La Veta to Del Norte	2,823 94	do	3,411 26	Mar. 2, 1877	Mar. 16, 1877	C. L. Richard.
	31138, Tex....	San Antonio to Eagle Pass	8,962 00	do	23,173 00	July 7, 1877	July 15, 1877	J. C. Kinzey.
	35065, Dak....	Bismarck to Deadwood	19,000 00	do	4,750 00	May 31, 1878	June 1, 1878	N. W. S. Exp. and Transp. Co.
	46263, Cal....	Yreka to Shasta	4,000 00	do	13,233 32	June 25, 1878	July 1, 1878	C. W. Feder.
	46307, Cal....	Susanville to Lakeview, Oreg	6,975 00	do	0,975 00	July 10, 1878	Aug. 1, 1878	O. J. Salisbury.

46267, Cal.	Willow Ranch to Reno.	3,425 00	do	10,275 00	July 10, 1878	Aug. 1, 1878	Do.
35040, Dak.	Fargo to Pembina	17,000 00	do	8,500 00	July 30, 1878	Aug. 1, 1878	L. Voorhes.
38144, Colo.	Fort Garland to Santa Fé (with side supply).	5,337 11	do	9,500 05	June 26, 1878	July 1, 1878	C. W. Foster.
31454, Tex.	Fort Worth to Yuma	134,000 00	do	165,000 00	Aug. 5, 1878	Aug. 15, 1878	J. T. Childrester.
29192, Ark.	Fayetteville to Pierce City	3,091 00	do	3,091 00	Aug. 3, 1878	Aug. 16, 1878	G. L. McDonaugh.
29193, Ark.	Fayetteville to Alma	1,183 00	do	1,183 00	Aug. 3, 1878	Aug. 16, 1878	Do.
32253, Kans.	El Dorado to Winfield	1,834 00	do	696 00	Sept. 30, 1878	Oct. 1, 1878	H. Tisdale.
46245, Cal.	Redding to Weaverille	2,000 00	do	3,733 33	Sept. 25, 1878	Oct. 1, 1878	C. W. Foster.
42121, Idaho	Eagle Rock to Salmon City	4,750 00	do	4,750 00	Sept. 24, 1878	Oct. 1, 1878	T. A. McDavitt.
41122, Utah	Richfield to Kanab	7,170 00	do	17,170 00	Sept. 25, 1878	Oct. 1, 1878	F. W. Gilmer.
38131, Colo.	Canon City to Del Norte	8,656 73	do	18,351 64	Sept. 20, 1878	Oct. 1, 1878	C. W. Foster.
38150, Colo.	Saguache to Lake City	3,426 00	do	15,437 12	Sept. 20, 1878	Oct. 1, 1878	J. R. Miner.
38126, Colo.	Fair Play to Helena	1,162 20	do	1,825 25	Sept. 30, 1878	Oct. 1, 1878	J. W. Dorsey.
38127, Colo.	Divide to Oro City	1,477 00	do	4,307 91	Sept. 30, 1878	Oct. 1, 1878	H. W. Borlaski.
31160, Tex.	San Antonio to Laredo	4,147 50	do	2,052 50	Oct. 23, 1878	Nov. 1, 1878	C. Bain.
45115, Ark.	Little Rock to Monticello	4,730 00	do	4,378 62	Oct. 15, 1878	Oct. 16, 1878	E. W. Parker.
45115, Nev.	Battle Mountain to Austin	7,300 00	do	7,300 00	Oct. 15, 1878	Oct. 16, 1878	H. White.
46120, Cal.	Solsled to Newhall	29,000 00	do	21,750 00	Oct. 1, 1878	Oct. 15, 1878	O. J. Salisbury and M. V. Nichols.
40112, Ariz.	Tres Alamos to Clifton	1,568 00	do	9,408 00	June 16, 1879	June 16, 1879	J. W. Dorsey.
44155, Oreg.	The Dalles to Baker City	8,288 00	do	18,648 00	Oct. 29, 1878	Nov. 15, 1878	J. M. Peck.
38146, Colo.	Fort Garland to Ouray	19,000 00	do	15,994 77	Oct. 1, 1878	Oct. 1, 1878	L. Voorhes.
32020, Ind. T.	Camp Supply to Dodge City	1,141 50	do	1,712 25	Oct. 4, 1878	Oct. 7, 1878	J. R. Miner.
32021, Ind. T.	Camp Supply to Fort Elliot	2,460 00	do	3,600 00	Oct. 4, 1878	Oct. 7, 1878	Do.
32018, Ind. T.	Caldwell to Fort Sill	15,200 00	do	19,000 00	Oct. 14, 1878	Oct. 21, 1878	J. M. Peck.
39109, N. Mex.	Laa Vegas to Las Cruces	17,214 17	do	21,876 55	Oct. 29, 1878	Nov. 1, 1878	C. Cosgrove.
40101, Ariz.	Prescott to Santa Fé	13,313 00	do	43,486 34	Oct. 3, 1878	Nov. 1, 1878	G. L. McDonaugh.
34156, Neb.	Sidney to Deadwood	9,775 00	do	19,550 00	Nov. 16, 1878	Dec. 1, 1878	T. A. McDavitt.
35050, Dak.	Bismarck to Deadwood	17,000 00	do	16,285 00	Nov. 2, 1878	Dec. 1, 1878	Do.
39104, N. Mex.	Santa Fé to Fort Stanton	1,748 00	do	7,866 00	Nov. 25, 1878	Dec. 16, 1878	J. R. Miner.
39103, N. Mex.	Santa Fé to Mesilla	26,200 00	do	40,841 17	Dec. 23, 1878	Jan. 1, 1879	J. B. Price.
45103, Nev.	Carson City to Aurora	7,340 00	do	10,539 49	Dec. 23, 1878	Jan. 1, 1879	V. H. Pease.
45105, Nev.	Aurora to Badie	8,933 33	do	1,129 04	Dec. 30, 1878	Jan. 1, 1879	J. M. Benton.
45101, Nev.	Reno to Susanville	8,680 00	do	7,422 00	Dec. 3, 1878	Jan. 1, 1879	V. W. Pease.
46247, Cal.	Redding to Allamans	8,982 00	do	28,948 00	Dec. 3, 1878	Dec. 16, 1878	J. M. Peck.
46247, Cal.	Caliente to Independence	24,070 00	do	11,314 33	Dec. 19, 1878	Jan. 1, 1879	W. Hamilton.
46136, Cal.	The Dalles to Lake View	9,229 41	do	11,077 59	Dec. 23, 1878	Jan. 1, 1879	J. W. Dorsey.
44154, Oreg.	Canyon City to Camp McDermott	2,988 00	do	16,612 00	Dec. 5, 1878	Dec. 16, 1878	J. M. Peck.
38107, Mont.	Bozeman to Fort Kough	16,500 00	do	16,500 00	Dec. 5, 1878	Dec. 16, 1878	G. H. Platt.
36124, Mont.	Watson to Lake Lodge	6,421 00	do	7,586 00	Dec. 21, 1878	Jan. 1, 1879	T. A. McDavitt.
38115, Mont.	Helena to Missoula	4,925 00	do	9,637 50	Dec. 24, 1878	Jan. 1, 1879	Do.
36128, Mont.	Silver Bow to New Chicago	2,500 00	do	2,500 00	Dec. 24, 1878	Jan. 1, 1879	O. J. Salisbury.
35051, Dak.	Bismarck to Tongue River	2,350 00	do	27,950 00	Dec. 23, 1878	Jan. 1, 1879	J. R. Miner.
38157, Colo.	Gardner to Rosita	317 00	do	951 00	Dec. 26, 1878	Jan. 1, 1879	G. V. Meswrole.
38126, Colo.	Fair Play to Cleora	1,788 00	do	4,261 40	Dec. 21, 1878	Jan. 1, 1879	J. W. Dorsey.
38161, Colo.	Fair Play to Leadville	1,936 66	do	2,000 00	Dec. 28, 1878	Jan. 1, 1879	M. V. Nichols.
32024, Ind. Ter.	Union to Las Vegas	18,990 00	do	40,429 88	Dec. 23, 1878	Jan. 1, 1879	W. V. Parker.
40116, Ariz.	Phoenix to Prescott	680 00	do	*8,170 00	Dec. 2, 1878	Dec. 16, 1878	W. M. Griffith.
40104, Ariz.	Mineral Park to Picoche	2,982 00	do	*19,318 00	Dec. 24, 1878	Jan. 16, 1879	J. W. Dorsey.

* Part for increased number of trips.

F.—Statement of expedited star service—Continued.

Year.	Route.	Termini.	Annual pay.	Second Assistant Postmaster-General.	Pay for expedition.	Order dated.	Order took effect.	Contractor.
Year ending June 30, 1879.	40105 Ariz.	Ehrenberg to Mineral Park	\$4,942 00	Thomas J. Brady	*\$13,658 00	Dec. 24, 1878	Jan. 16, 1879	J. M. Peck.
	10123 Md.	Edgewood to Hickey	779 79	do	1,070 45	Jan. 31, 1879	Feb. 16, 1879	E. S. Frederick.
	30133 La.	New Iberia to Orange	5,200 00	do	12,042 10	Jan. 9, 1879	Jan. 16, 1879	J. B. Price.
	31155 Tex.	San Antonio to Fredericksburgh	3,670 00	do	1,630 00	Jan. 17, 1879	Feb. 1, 1879	F. C. Taylor.
	31164 Tex.	Austin to Fort Concho	16,897 00	do	8,696 98	Jan. 17, 1879	Feb. 1, 1879	Do.
	38155 Colo.	Antelope Springs to Silverton	5,680 00	do	5,680 00	Feb. 11, 1879	Feb. 17, 1879	J. B. Price.
	40107 Ariz.	Wickenburg to Maricopa Wells	6,582 02	do	21,364 60	Feb. 11, 1879	Feb. 17, 1879	A. L. Sealey.
	31153 Tex.	San Antonio to Eagle Pass	8,440 00	do	13,504 00	Feb. 22, 1879	Mar. 1, 1879	H. Tidale.
	29149 Ark.	Walnut Ridge to Harrison (with side supply)	6,772 33	do	13,086 11	Feb. 20, 1879	Mar. 1, 1879	G. W. Parker.
	35021 Dak.	Yankton to Vestrest	1,900 00	do	1,900 00	Mar. 13, 1879	Mar. 17, 1879	A. S. Patrick.
	33090 Kans.	Cawker City to Norton	2,211 23	do	3,551 37	Apr. 10, 1879	May 1, 1879	J. W. Hughes.
	40103 Ariz.	Prescott to Mohave City	7,440 00	do	17,537 14	Apr. 7, 1879	Apr. 15, 1879	A. H. Brown.
	31141 Tex.	Collops to Laredo	1,890 00	do	3,780 00	Apr. 26, 1879	May 15, 1879	F. C. Armstrong.
	31146 Tex.	Ello Grande City to Laredo	1,270 50	do	2,314 00	Apr. 26, 1879	May 15, 1879	Do.
	38145 Colo.	Dio Caliente to Animas City	1,658 40	do	8,457 84	Apr. 29, 1879	May 12, 1879	J. W. Dorsey.
	38113 Colo.	White River to Rawlins	1,700 00	do	8,606 25	May 1, 1879	May 12, 1879	J. W. Dorsey.
	32272 Kans.	Hutchinson to Medicine Lodge	1,894 00	do	3,696 92	May 6, 1879	May 15, 1879	H. N. Warren.
	38140 Colo.	Trinidad to Madison	1,532 25	do	2,758 05	May 6, 1879	May 15, 1879	J. R. Miner.
	42022 Cal.	Orydell to Susanville	2,270 00	do	3,696 92	May 16, 1879	June 1, 1879	M. V. Nichols.
	42019 Cal.	Madison to Lower Lake	1,246 00	do	2,336 25	May 16, 1879	June 1, 1879	Do.
	30182 La.	Shreveport to Red River Landing	11,700 00	do	28,581 00	May 15, 1879	Aug. 1, 1879	B. H. Peterson.
Year ending June 30, 1880.	30183 La.	Monroe to Shreveport	9,380 00	do	12,987 00	June 27, 1879	Aug. 1, 1879	J. B. Price.
	31148 Tex.	Palo Verde to Eagle Pass	8,630 00	do	3,990 00	June 27, 1879	July 1, 1879	C. Andrews.
	31148 Tex.	Waco to Gatesville	8,198 00	do	20,204 00	June 27, 1879	Aug. 1, 1879	J. B. Price.
	31466 Tex.	San Antonio to Corpus Christi	1,374 00	do	1,068 00	Aug. 2, 1879	Sept. 1, 1879	Brooks & Tarver.
	31487 Tex.	Hamilton to Comanche	1,642 80	do	3,434 00	Aug. 2, 1879	Sept. 1, 1879	B. W. Beady.
	33098 Kans.	Cawker City to Stockton	1,817 38	do	3,316 00	Aug. 2, 1879	Sept. 1, 1879	N. C. Howard.
	35015 Dak.	Vermillion to Sioux Falls	1,115 38	do	3,446 11	Sept. 1, 1879	Sept. 15, 1879	G. H. Hughes.
	35083 Dak.	Springfield to Rapid City	10,870 54	do	3,690 10	Sept. 1, 1879	Oct. 1, 1879	J. W. Dorsey.
	35071 Dak.	Fort Pierre to Fort Sully	8,730 00	do	8,556 10	July 10, 1879	Aug. 1, 1879	J. W. Parker.
	37110 Wyo.	Rock Creek to Fort Quader	10,507 65	do	64,251 21	June 12, 1879	July 1, 1879	J. W. Dorsey.
	38156 Colo.	Silverton to Parrott City	1,703 25	do	10,549 51	June 12, 1879	July 1, 1879	Patrick & Brown.
	38135 Colo.	Pueblo to Greenhorn	398 00	do	5,432 00	June 9, 1879	July 14, 1879	J. R. Miner.
	38134 Colo.	Pueblo to Rosita	398 00	do	5,432 00	June 9, 1879	July 14, 1879	Do.
	39114 N. Mex.	Fort Stanton to Fort Davis	3,500 00	do	21,000 00	July 4, 1879	July 15, 1879	W. W. Giddings.
	40101 Ariz.	Fort Bascom to Trinidad	18,500 00	do	10,580 00	July 11, 1879	Aug. 1, 1879	Do.
	40108 Ariz.	Prescott to McMillan	2,902 17	do	39,775 00	July 10, 1879	Aug. 1, 1879	J. A. Walsh.
	40106 Ariz.	Floresco to McMillan	3,504 00	do	10,798 16	July 10, 1879	Aug. 1, 1879	V. V. Parker.
	41119 Utah.	Wickenburg to Prescott	1,717 90	do	5,472 93	Aug. 1, 1879	Aug. 11, 1879	J. B. Price.
	42110 Idaho.	Tonnerville to Adairville	3,504 00	do	12,718 23	Aug. 1, 1879	Aug. 11, 1879	J. M. Peck.
	44140 Oreg.	Placerville to Falk's Store	720 00	do	1,920 00	June 24, 1879	July 14, 1879	S. S. Huntley.
		Eugene City to Mitchell	2,324 93	do	14,486 10	June 26, 1879	July 14, 1879	J. M. Peck.

Year ending June 30, 1881.	45132, Nev.	Wells to Hamilton	10, 700 00	do	15, 000 00	July 23, 1879	Aug. 1, 1879	O. J. Salisbury.
	46132, Cal.	Juliano to Colton	1, 188 00	do	5, 340 00	June 24, 1879	July 14, 1879	J. M. Peck.
	31456, Tex.	Weatherford to Fort Griffin	3, 771 16	do	1, 885 38	Aug. 7, 1880	Aug. 16, 1880	W. M. Boies.
	31362, Tex.	San Antonio to Rio Town	2, 640 00	do	1, 320 00	Sept. 21, 1880	Oct. 1, 1880	Clark & Dyer.
	31868, N. C.	Elizabeth City to Norfolk	3, 647 00	do	823 30	Oct. 1, 1880	Jan. 1, 1881	J. F. Logan.
	34190, Nebr.	O'Neill City to McCann	3, 769 30	do	1, 782 88	Dec. 8, 1880	Jan. 1, 1881	G. Berry.
	31608, Tex.	Laredo to Eagle Pass	1, 843 68	do	921 84	Feb. 15, 1881	Feb. 1, 1881	F. C. Armstrong.
	31561, Tex.	Atascosa to Laredo	1, 900 00	do	450 00	Feb. 7, 1881	Mar. 1, 1881	J. C. Blackburn.
	33122, Kans.	Norton to Wakeeney	3, 216 00	do	1, 500 00	Feb. 9, 1881	Feb. 13, 1881	S. P. Wheeler.
	46210, Cal.	Duncan's Mills to Mendocino City	4, 490 00	do	2, 619 16	Feb. 21, 1881	Feb. 22, 1881	G. Allman.
	46211, Cal.	Gloverdale to Navarro Ridge	2, 067 00	do	2, 446 50	Feb. 25, 1881	Mar. 1, 1881	Do.

* Part for increased number of trips.

† Period extends to April 30, 1881.

Supplement to statement of expedited star service, showing contract term and date of advertisement of part of the above-named routes.

Route.	Termini.	Annual pay.	Pay for ex-petition.	Order dated.	Order took effect.	Advertisement dated.	Contract term.	Contractor.
14773, Cal.	Tehama to Portland (with side supply).	\$142, 861 00	\$45, 945 00	June 8, 1872	July 1, 1872	Sept. 30, 1869	July 1, 1870, to June 30, 1874.	B. Barlow.
46120, Cal.	Delano to Los Angeles	17, 395 00	6, 519 00	June 3, 1874	July 1, 1874	Oct. 1, 1873	July 1, 1874, to June 30, 1878.	C. H. Cotter.
46283, Cal.	Yreka to Shasta	4, 000 00	13, 253 32	June 25, 1878	July 1, 1878	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	C. W. Foster.
38144, Colo.	Fort Garland to Santa Fé (with side supply).	5, 337 11	9, 500 05	June 26, 1878	July 1, 1878	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	Do.
37110, Wyo.	Rock Creek to Fort Custer	10, 507 25	64, 251 21	June 11, 1879	July 1, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882.	Patrick & Brown.
38156, Colo.	Silverton to Parrott City	1, 703 65	10, 549 51	June 12, 1879	July 1, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	J. W. Dorsey.
39114, N. Mex.	Fort Stanton to Fort Davis	3, 500 00	21, 000 00	June 4, 1879	July 1, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882.	W. W. Giddings.
31542, Tex.	Frio Town to Eagle Pass	630 00	3, 980 00	June 27, 1879	July 1, 1879	Sept. 2, 1878	Jan. 1, 1879, to June 30, 1882.	C. Andrews.
34134, Nebr.	Edgar to Jewell Centre	1, 170 00	330 00	June 9, 1875	July 1, 1875	Mar. 31, 1874	July 1, 1874, to June 30, 1878.	J. Hale.
38135, Colo.	Pueblo to Greenhorn	876 80	2, 630 40	June 26, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	J. R. Minor.
38134, Colo.	Pueblo to Roita	398 00	5, 432 00	July 8, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	Do.
42110, Idaho	Placerville to Falk's Store	720 00	1, 920 00	June 24, 1879	July 14, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882.	S. S. Huntley.
44140, Oreg.	Eugene City to Mitchell	2, 324 93	14, 486 10	June 26, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	J. M. Peck.
46132, Cal.	Juliano to Colton	1, 188 00	5, 346 00	June 24, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	Do.
41119, Utah	Toquerville to Adairville	3, 504 00	12, 718 22	July 8, 1879	Aug. 1, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882.	Do.

G.—Table showing the weight of the mails, the speed with which they are conveyed, the annuum on railroad routes in States in which the contract term expired June 30, 1882; readjustment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway q. l., quadruple line; l., lines or line; m., miles; r. a., route agent. A number followed by an asterisk to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	N. J.	7004		New York, Philadelphia....	Pennsylvania Railroad	<i>Miles.</i> 89.54	33
2	N. Y.	6011		New York, Buffalo	New York Central and Hudson River Railroad.	442	35
3	Pa.	8001		Philadelphia, Pittsburgh ...	Pennsylvania Railroad	353	30
4	N. Y.	6052		Buffalo, Elyria	Lake Shore and Michigan Southern Railway.	209.26	
5	N. Y.	6052		Millbury, Toledo	do	8	
5a	Conn.	5005		New York, Springfield	New York, New Haven and Hartford Railroad.	135.59	28
6	N. Y.	6052		Elkhart, Chicago	Lake Shore and Michigan Southern Railway.	101.02	
7	Ohio	21007		Elyria, Millbury	do	74.86	
8	N. Y.	6052		Buffalo, Chicago	do	540.28	
9	Ohio	21045		Toledo, Elkhart	do	134.35	
10	Mass.	3025		Boston, Albany	Boston and Albany Railroad..	202.06	
11	N. Y.	6052		Elyria, Millbury	Lake Shore and Michigan Southern Railway.	79.30	
12	Neb.	34001		Union Pacific Transfer to Ogden City.	Union Pacific Railway	1,034.08	
13	N. Y.	6052		Toledo, Elkhart	Lake Shore and Michigan Southern Railway.	142.70	
14	Cal.	46001		San Francisco, Ogden City..	Central Pacific Railroad	834.03	20
14a	Conn.	5004		New Haven, New London ..	New York, New Haven and Hartford Railroad.	51.71	27
15	R. I.	4002		Providence, Groton	New York, Providence and Boston Railroad.	62.10	28

accommodations for mails and agents, the trips per week, and the rates of pay per mile per and also in other States and Territories, the returns having been obtained with a view to the June 17, 1878.

post-office; apt., apartment; b. c., baggage car; a. l., single line; d. l., double line; t. l., triple line; (*) shows the equivalent in round trips. The figures in parentheses in the "Remarks" column refer

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Dollars.	Dollars.		
Pounds.	Pounds.						
7,101,023	118,350	r. p. o., 60 by 8.7½, 51.; 50 by 8.7½, 21.; 40 by 8.7½, 11.; apt., 14.2 by —, 2½ l. to Trenton, 57 m., 1½ l. res.	107.48*	1,221 80	355 00	60 days in February and March, 1882.	1
5,069,876	84,498	r. p. o., 49.5 by 9.1 line to Syracuse, 289.5 m.; 49.5 by 9.1 l.; 60 by 9.4 l.; 50 by 9.1 l.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m.	46.52*	903 74	300 00	164.25 m. at \$270 per m. for r. p. o. 60 days in February and March, 1882.	2
4,833,651	82,227	r. p. o., 60 by 8.7½, 4 l.; 40 by 8.7½, 1 l.; r. a. apt., 15.6 by 9.1 line between Philadelphia and Harrisburg.	38.64*	867 83	225 00	60 days in February and March, 1882.	3
4,650,274	77,503	r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.; Cleveland to Elyria, 25.5 m., 40 by 9.1 l.; \$25 additional from March 9, 1882.	-----	861 84	270 00	25.7 m. at \$275.31 for r. p. o. 60 days in February and March, 1882. Part, residue 5, 6, 11, 13.	4
4,335,294	72,254	r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.; 40 by 9.1 l.	-----	796 86	280 62	60 days in Feb. and March, 1882. Part, residue 4, 6, 11, 13.	5
1,563,137	52,103	r. p. o., 55 by 8.8, 2 l.; 54.6 by 8.8, 1 l.; adjuncts, 44 by 8.8, 1 l.; 34.8 by 8.6, 1 l.; 15.6 by 6.6, 1 l.; to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44 by 8.6, 1 l.; 34.8 by 8.6, 1 l.; to Springfield, 62.36 m.	61.55*	713 00	199 08	r. p. o. on 62.36 m. at \$135.45. In December, 1881.	5a
3,351,967	55,866	r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 36 by 9.1 l.	-----	666 05	292 50	60 days in Feb. and March, 1882. Part, residue 4, 5, 11, 13.	6
3,411,241	56,853	r. p. o., 60 by 9.2½ l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.	16½*	520 70	140 31	60 days in February and March, 1882.	7
3,141,323	52,355	-----	19.36*	-----	-----	60 days in Feb. and Mar., 1882. See parts 4, 5, 6, 11, 13.	8
1,595,023	26,583	r. p. o., 60 by 9.3 l.; 50 by 9.1 l.; 49.5 by 9.1 l.	13	431.78	160 00	-----	9
1,169,575	38,986	r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 27.11 by 8.8, 2 l.; apt., 15 by 6.	45.11*	420 66	135 00	103.43 m. r. p. o. at \$35. From Nov. 6, 1881, 18 m. decrease.	10
956,116	15,934	r. p. o., 60 by 9.1½ l.; 17.5 by 9.1 l.; 40 by 9.1 l.; \$25 additional from March 9, 1882.	-----	409 55	135 00	60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 13.	11
689,978	29,665	r. p. o., 60 by 9.1 l.; 51 by 9.3 l.; to Julesburg, 371 m. (40 feet authorized).	9.7*	382 19	75 00	664.20 m. r. p. o. at \$50. 39 m. decrease.	12
1,927,560	32,125	r. p. o., 60 by 9.1 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 36 by 9.1 l.	-----	371 07	132 50	60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 11.	13
684,566	22,818	r. p. o., 55½ by 9.5½ f. f. a. l.; 55.13 by 9.5½ (40 feet authorized) additional to Port Costa, 32.17 m.; apt., 17 by 9 to Sacramento.	8.9*	329 18	75 00	801.86 m. at \$50, r. p. o. 21 m. decrease.	14
310,094	10,336	r. p. o., 55 by 8.8, 1 l.; adjunct, 13.6 by 8.8, 2 l.	31	306 09	74 00	In December, 1881....	14a
294,691	9,869	r. p. o., 55 by 8.8, f. f. a. l.; r. a. apt., 15.84 by 6.9 (av.), f. f. d. l.	32.38*	305 24	50 00	In December, 1881. 47 m. decrease.	15

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
16	Mass.	3035		Boston, Providence	Boston and Providence Railroad.	44.19	28
17	Md.	10003		Baltimore, Wheeling	Baltimore and Ohio Railroad.	394.3	29
18	Ohio	21002		Pittsburgh, Chicago	Pennsylvania Company	468.2	28
19	N. Y.	6067		Troy, North Adams	Troy and Boston Railroad	48.46	28
20	Mass.	3021		Boston, Greenfield	Fitchburg Railroad	105.71	26
21	Mass.	3022		Greenfield, North Adams	do	37.12	28
22	W. Va.	12002		Grafton, Parkersburgh	Baltimore and Ohio Railroad	104.5	26
23	N. Y.	6001		New York, Dunkirk	New York, Lake Erie and Western Railroad.	459.55	av. 34
24	Mass.	3034		Boston, Willimantic	New York and New England Railroad.	85.8	27
25	N. H.	1001		Concord, Nashua	Concord Railroad	36.28	
26				Vacant			
27	Kans.	33001		Kansas City, Denver	Union Pacific Railway	635.05	30
28	N. Y.	6106		Albany, Troy	New York Central and Hudson River Railroad.	7.37	25
29	N. Y.	6008		Buffalo, Hornellsville	New York, Lake Erie and Western Railroad.	92.72	av. 33
30	Miss.	18001		Canton, Cairo	Chicago, Saint Louis and New Orleans Railroad.	344.27	25
31	N. Y.	6109		New Rochelle, Harlem River (n. o.).	New York, New Haven and Hartford Railroad.	11.87	24
31a	N. Y.	6013		Syracuse, Rochester	New York Central and Hudson River Railroad.	104	25
32	Cal.	46010		Lathrop, Goashen (n. o.)	Central Pacific Railroad	146.35	25
33	Tex.	31001		Houston, Galveston	Galveston, Houston and Henderson Railroad.	50.90	22
34	Tex.	31006		Longview, Houston	International and Great Northern Railroad.	236.23	17
35	Vt.	2002		Windsor, Essex Junction	Central Vermont Railroad	110.13	25
36	N. Y.	6018		Rochester, Niagara Falls	New York Central and Hudson River Railroad.	76	35
37	Cal.	46032		Port Costa, Lathrop	Central Pacific Railroad (lease San Pablo Railroad).	62.23	28½
38	Conn.	5014		New Haven, Willimantic	Boston and New York Air Line Railroad.	54.62	25
39	Ariz.	40001		Yuma, Deming	Central Pacific Railroad (lease Southern Pacific Railroad of Arizona).	467.02	22
40	La.	30001		New Orleans, Canton	Chicago, Saint Louis and New Orleans Railroad.	206.58	25
41	Ga.	15009		Savannah, Jacksonville	Savannah, Florida and Western Railway.	172.75	26

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Dollars.	Dollars.		
Pounds.	Pounds.						
258,679	8,622	r. p. o., 55 by 8.8, 1 l.; 15 by 6.4, f. f., 2 l.	52.45*	291 56	77 00	In Dec., 1881. From Nov. 6, 1881.	16
1,043,505	17,392	r. p. o., 51.5 by 8.9, 2 l., to Grafton, 293.75 m.; 1 l. thence to Bellaire, 96.36 m.; apt., 17 by 7.6 (av.), s. l.; Harper's Ferry to Martinsburg, 19 m., and Grafton to Benwood Junction, 95.25 m., and d. l. residue to Wheeling, 4.19 m.	27.47*	288 99	80 00	100.55 m. r. p. o. at \$40. 60 days in February and March.	17
1,344,314	22,405	r. p. o., 50 by 8.4, 1 l.; apt., 24 by 8.4, f. f.; s. l. between Crestline and Chicago, 281 m.	33.85*	286 43	25 00	60 days in Feb. and March, 1882. From January 8, 1882.	18
272,190	9,073	r. p. o., 30 by 8.6, f. f., 1 l.; r. a. apt., 16.3 by 7.8½ (av.), f. f., 2 l.	30.18*	271 89	18 75	In Dec., 1881. Pay from Nov. 6, 1881. 1.54 m. decrease.	19
250,460	8,348	r. p. o., 30 by 8.4½ (av.), 1 l.; r. a. apt., 16.3 by 7.8 (av.), 2 l.; r. a. apt., 24 by 6.10 (av.), 1 l.; 49.60 m.; 9 by 6.1 l.; 36.07 m.	37.55*	266 76	18 75	From Nov. 6, 1881. In December, 1881.	20
217,779	72,259	r. p. o., 30 by 8.4½, 1 l.; 16.2 by 7.8½, f. f., 2 l.	21*	256 50	18 75	From Nov. 6, 1881. In December, 1881.	21
917,045	15,293	r. p. o., 51.5 by 8.9, 1 l.; apt., 21 by —, 1 l.	23½*	253 94	40 00	60 days in Feb. and March, 1882.	22
605,298	10,088	r. p. o., 49.5 by 9.5, 2 l. to Hornellsville, 332 m.; s. l. residue, 127.55 m.	25.98*	215 46	80 00	r. p. o. on 127.55 m., \$40. 60 days in Feb. and March, 1882.	23
249,258	8,308	r. a. apt., 15.2 by 8½ (av.), f. f., 3 l.	28.60*	190 67	.....	In Dec., 1881. From Nov. 6, 1881.	24
234,198	7,806	r. p. o., 41.9 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m.	33*	181 13	40 00	In April, 1881.	25
174,124	5,804	r. p. o., 24 by 9.4, d. l. to Ellis, 302 m.; s. l. residue.	14	170 15	25 00	\$12.50 r. p. o. for 333.05 m.; 5.05 m. decrease.	26
248,660	8,289	in b. c.	75	159 89	.....	In April, 1881.	27
248,063	4,134	r. a. apt., 12 by 10; f. f., d. l. to Attica, 31.50 m.; s. l. residue.	25.08*	153 05	.....	1.72 m. increase. 60 days in Feb. and March, 1882.	28
154,041	5,134	r. p. o., 45.2 by 9.4, f. f. c., s. l.	14	149.63	25 00	In April, 1882. Pay from July 1, 1882.	29
104,261	3,475	in b. c.	14.40*	148 77	.....	In Dec., 1881. From June 1, 1881.	30
242,854	4,046	r. p. o., 49.5 by 9, 1 l.; r. a. apt. 18 by 9, 1 l.	26.48*	147 06	30 00	60 days in Feb. and March, 1882.	31
99,164	3,305	r. p. o., 55.1½ by 9.5½, f. f., s. l. (40 feet authorized).	9.35*	144 54	25 00	.05 m. increase.	32
87,152	2,905	15.3 by 9, f. f., d. l.	20	141 08	.....	.60 m. decrease.	33
109,513	3,850	17.11 by 9, f. f., s. l.	12.8*	141 08	.....	1.27 m. decrease. In Feb., 1882.	34
131,840	4,394	r. p. o., 1—42 by 9; 1—41.6 by 8.8, f. f., d. l.; r. a. apt. 23.6 by 6.7 (av.), f. f., d. l. 14.13 m.	13.79*	141 07½	50 00	r. p. o., \$50 for 97.2 m. 1.24 m. decrease. Main route branch 260.	35
104,844	3,495	r. a. apt., 20.9 by 8.7, 1 l.	25	140 22	.....	In April, 1881.	36
96,618	3,220	r. p. o., 55.1½ by 9.5½, s. l. (40 feet authorized).	14.07*	139 37	25 00	.06 m. increase.	37
80,528	2,684	r. a. apt., 13.6 by 6.11, f. f., 1 l.	10.41*	139 37	.....	In Dec., 1881. From Nov. 6, 1881. .48 m. increase.	38
81,318	2,710	55.1½ by 9.5½, s. l.	7	137 66	.....	248.52 m. from Sep. 20, 1880. 218.50 m. from Nov. 18, 1881.	39
135,576	4,519	45.2 by 9.4, f. f. c., s. l.	14	136 80	.....	.15 m. increase. In April, 1882.	40
145,299	4,843	r. p. o., 41.3 by 9.2, f. f. c., 1 l.; 17.3 by 9.2, 1 l.	14	135 95	35 62	75.75 m. at \$132.53. In Feb. and March, 1882.	41

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
42	Tex ..	31007		Palestine, Laredo	International and Great Northern Railroad.	414.54	16
43	Colo ..	38006		La Junta, Deming	Atchison, Topeka and Santa Fe Railroad.	578.71	25
44	Conn ..	5007		Hopewell Junction, Providence.	New York and New England Railroad.	187.58	25
45	Pa	8010		Easton, Waverly	Lehigh Valley Railroad	205.57	25
46	N. H. ..	1005		Concord, Wells River	Boston, Concord and Montreal Railroad.	94.01	27
47	Tex ..	31002		Houston, Uvalde	Galveston, Harrisburgh and San Antonio Railway.	310.89	22
48	Tex ..	31003		Houston, Denison	Houston and Texas Central Railroad.	337.64	20
49	Colo ..	38019		South Pueblo, Leadville	Denver and Rio Grande Railway.	158.92	23
50	Tex ..	31009		Shreveport, El Paso	Texas and Pacific Railway	834.47	16
51	Colo ..	38017		Julesburg, La Salle Station (n. o.).	Colorado Central Railroad	151.16	.....
52	Cal ...	46003		Roseville, Redding	Southern Pacific Railroad	151.74	.....
53	Mass ..	3038		Boston, South Braintree	Old Colony Railroad	11.36	22
54	Mass ..	3046		South Braintree, Plymouth ..	Old Colony Railroad	26.62	22
55	Vt	2001		Burlington, Rouse's Point ..	Central Vermont Railroad	57.10	25
55a	Mo ...	28018		Mount Pleasant, Saint Peter's.	Saint Louis, Keokuk and Northwestern Railway.	186.75	20
56	Colo ..	38001		Denver, El Mora	Denver and Rio Grande Railway.	206.90	23
57	Kans. .	33006		Olathe, Ottawa	Kansas City, Lawrence and Southern Kansas Railroad.	34.66	21
58	Vt	2015		North Bennington, State Line.	Bennington and Rutland Railroad.	1.99	15
59	Cal ...	46028		San Francisco, Sacramento City.	Central Pacific Railroad	140.05	23
60	Kans. .	33003		Atchison, Waterville	Missouri Pacific Railway (Central Branch Division).	100.40	20
61	Kans. .	33008		Kansas City, Joplin	Kansas City, Fort Scott and Gulf Railroad.	176.05	21
62	Ky ...	20002		Covington, Lexington	Kentucky Central Railroad	99.98	23½
63	Oreg ..	44005		The Dalles, Wallula	Oregon Railway and Navigation Company.	127.30	15
64	Vt	2015		Rutland, Bennington	Bennington and Rutland Railroad.	57.60	23
65	Kans. .	33022		Greenleaf, Concordia	Missouri Pacific Railway (Central Branch Division).	42.05	22
66	N. Y. .	6012		Troy, Schenectady	New York Central and Hudson River Railroad.	22	25
67	Tex ...	31010		Marshall, Texarkana	Texas and Pacific Railway	72.26	18

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days total.	Per day, total.			Dollars.	Dollars.		
Pounds.	Pounds.						
64,294	2,143	17.11 by 9 f. f., s. l.	11.4*	135 95		153.18 m. from Feb. 1, 1882.	42
115,642	3,834	21 by 9.4, f. f., s. l.	7	133 88		.91 m. increase.	43
69,941	2,331	apt., 18.2 by 8.10½ (av.), 2 l. 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 38.5 m.	17.50*	132 53		In Dec., 1881, 40.86 m. extension from Oct. 1, 1881. Pay not fixed on 23.88 m. extension.	44
90,900	3,029	22 by 9.6, 3 l. to Mauch Chunk, 45.5 m.; 2 l. thence to Penn Haven Junction, 7.5 m.; 1 l. residue 152.57 m.	23.38*	132 52½		17.2 m., \$151.93—late route 8075. In Apr. 1881.	45
147,055	2,450	r. p. o., 17 by 6.9, f. f., 1 l., \$9.37; apt. 6.7 by 6.3, 1 l., 51.34 m.	27*	131 41		In Aug. 1881, \$121.41 for 43.01 m., weightings for May and Aug., 1881, combined. From July 1, 1881.	46
38,279	1,275	14.10 by 8.11, f. f., s. l.	7	131 67		92.88 m. from Jan. 1, 1882.	47
123,750	4,125	18.8 by 8, f. f., s. l.	13	129 96		.19 m. increase.	48
85,500	2,850	35.9 by 7.8, f. f., s. l.	14.5*	129 96		4.58 m. decrease. Formerly branch of 38001.	49
32,173	1,072	20.10 by 9.1½, f. f., d. l. between Marshall and Longview and s. l. residue.	7.7*	129 11		67.10 m. from Aug. 1, 1881; 386.40 from Jan. 1, 1882; 55.50 from April 15, 1881.	50
59,493	1,983	r. p. o., 50.8 by 9.3½ (40 feet authorized).	7	127 40	25 00	From Jan. 2, 1882, 36 m. increase.	51
68,539	2,284					Superseded by second weighing.	52
204,960	6,631	r. p. o., 20.6 by 9.2, f. f., s. l.; r. a. apt., 10 by 6.3, f. f., s. l.	110.87*	123 97		25.91 m. covered by route 3046. Main route; branch (349). In April, 1881.	53
16,059	534	in b. c.	20.19*	123 97		Late part of route 3038. In April, 1881.	54
105,470	3,516	r. p. o., 49 by 9.41.6 by 8.8, 40 feet authorized; d. l. 24.50 m.; r. a. apt. 24 by 6.10 (av.), f. f., d. l. 8.50 m.; 14 by 6.6, f. f., s. l., 24.10 m.	20.32*	123 12	50 00	.05 m. decrease. In April, 1881.	55
41,491	1,398	19.8 by 9, f. f., s. l.	12	118 85		47.40 m. from Feb. 1, 1881. In Sept., 1881.	55a
67,013	2,233	35.9 by 7.8; 19 by 7.4, f. f., s. l., to Cochran, 169.30 m.; no r. a. residue, 37.60 m.	15*	117 99		2.30 m. decrease.	56
57,143	1,904	21.2 by 9.1½, f. f., s. l.	6	117 99		.30 m. increase.	57
84,183	2,805	16 by 6.11, f. f., s. l.	24	117 90		0.14 m. increase; br'ch; main line (64). In April, 1881.	58
50,038	1,667	21.6 by 8.9, f. f., s. l.	10.59*	117 14		.01 m. increase.	59
79,417	2,647	29.2 by 9.4, f. f., s. l.	7	112 86		.10 m. decrease.	60
52,350	1,745	18.1½ by 8.9½, f. f., s. l.	9.3*	112 86		.01 m. decrease.	61
49,672	1,655	13 by 9, f. f., d. l. to Paris; s. l. residue.	17	111 15		In April, 1882.	62
47,116	1,570	19.2 by 9, f. f., s. l.	6	109 44		48.62 m. from Feb. 15, 1880; .81 m. from May 10, 1881.	63
76,125	2,537	16.6 by 11, f. f., s. l.	18.25*	107 10		.44 m. increase; main route; branch (58). In April, 1881.	64
67,071	2,235	29.2 by 9.4, f. f., s. l.	7	101 75		.08 m. increase.	65
192,371	6,412	no r. a.	24½*	1,017 04½		In April, 1881.	66
237,177	7,903	24.9 by 9.1½, f. f., d. l.	14	100 89		2.40 m. decrease.	67

G.—Table showing the weight of the mails, the speed with which they are

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
68	Utah.	41003	.....	Ogden City, Butte City.....	Union Pacific Railway.....	417.27	16
69	Wash.	43008	.....	Walla Walla, Dayton.....	Oregon Railway and Navigation Company.	40	15
70	Oreg.	44001	.....	Portland, Roseburgh.....	Oregon and California Railroad.	198.88	18
70a	Mass.	3039	.....	South Braintree Junction, Newport.	Old Colony Railroad.....	61.25	22
71	Utah.	41001	.....	Ogden City, Frisco.....	Utah Central Railway.....	281	av.17
72	Minn.	26037	.....	Minneapolis, Benton.....	Chicago, Milwaukee and Saint Paul Railway.	33.86	20
73	Ark.	29001	.....	Hopefield, Little Rock.....	Memphis and Little Rock Railroad.	135.88	19
74	Tex.	31012	.....	Houston, Orange.....	Texas and New Orleans Railroad.	106.24	20
75	Colo.	38012	.....	Salida, Gunnison.....	Denver and Rio Grande Railway.	74.30	15
76	N. J.	7018	.....	Easton, Metuchen.....	Lehigh Valley Railroad.....	54	34
77	N. Y.	6022	.....	New York, Chatham.....	New York Central and Hudson River Railroad.	130.50	30
78	Iowa.	27017	.....	Davenport, Leavenworth.....	Chicago, Rock Island and Pacific Railroad.	338.18	23
79	Iowa.	27017	.....	Cameron, Kansas City.....	do.....	55.78	25
80	La.	30003	.....	New Orleans, Cheneyville.....	Morgan's Louisiana and Texas Railroad and Steamship Company.	210.36	25
81	La.	30010	.....	Vermillionville, Orange.....	Louisiana Western Railroad.	113.15	20
82	Kans.	33021	.....	Waterville, Washington.....	Missouri Pacific Railway (Central Branch Division).	20.62	13
83	Me.	3	.....	Farmington, Brunswick.....	Maine Central Railroad.....	67.89	18
84	Colo.	38007	.....	Denver, Cheyenne.....	Denver Pacific Railway and Telegraph Company.	106.86	.....
85	Me.	15	.....	Woolwich, Rockland.....	Knox and Lincoln Railroad....	48.86	19
86	Tex.	31007	.....	Palestine, San Antonio.....	International and Great Northern Railroad.	265.82	19
87	Nev.	45001	.....	Virginia City, Reno.....	Virginia and Truckee Railroad	52.61	17
88	Kans.	33026	.....	Concordia, Lenora.....	Missouri Pacific Railway (Central Branch division).	138.54	20
89	Dak.	35007	.....	Flandreau, Sioux Falls.....	Chicago, Milwaukee and Saint Paul Railway.	39.17	21
90	Colo.	38004	.....	Cucharas, Espanola.....	Denver and Rio Grande Railway.	200.82	15
91	N. Y.	6016	.....	Buffalo, Lewiston.....	New York Central and Hudson River Railroad.	29	25

as conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
82,203	2,740	40 by 7.5½, f. f., a. l.	7	100 89		193.61 m. from Jan. 1, 1880; 30 32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882; .95 m. increase.	68
40,341	1,344	19.6 by 9, f. f., a. l.	7	100 04		From Sept. 20, 1881....	69
37,769	1,258	20.5½ by 8.10½, f. f., a. l.	8.4*	99 18		.22 m. decrease; superseded by second weighing.	70
40,708	1,356	r. p. o., 20.6 by 9.2 1 l., apt. 10 by 6.3 1 l., 23.09 m.; no r. a. residue.	21.42*	99 18		.09 m. increase. In April, 1881.	70a
25,845	861	14.7 by 8.10 to Juab; no r. a. residue, 138 m.	* 8.21*	98 06		\$78.66 for 105.03 m.; \$56.43 for 137.76 m.; routes 41001, 41002, and 41007 consolidated.	71
36,986	1,232	20 by 9, f. f., a. l.	6	94 91		From Aug. 1, 1881. In April, 1882.	72
85,523	2,850	22.8 by 8.9, f. f., a. l.	7	93 71		1.67 m. increase	73
56,308	1,876	13.10 by 8.10, f. f., a. l.	7	93 20			74
35,796	1,193	19.4 by 7.4, f. f., a. l.	8.5*	93 20		43 m. from August 16, 1881; 32.75 m. from Sept. 20, 1881; 1.45 m. decrease.	75
34,996	1,166	in b. c.	19	92 34		In December, 1881....	76
38,883	1,295	r. a. apt., 18 by 8.4, 1 l.	12.08*	90 63		In April, 1881....	77
48,439	1,614	22.6 by 9.3, f. f., a. l., 307 m.; no r. a. residue.	6.68*	89 78		\$89.78 for 310.40 m.; pay not fixed on 27.78 m. from December 10, 1881. In Feb., 1882.	78
17,654	588	22.6 by 9.2; no r. a.	13			From Feb. 15, 1882. In May, 1882; branch; main route, \$89.78 (78).	79
61,710	2,057	14.4 by 9.6, f. f., a. l.	7	89 61		33.96 m. from Feb. 8, 1882; 25.39 m. from Mar. 1, 1882; 92.88 m. at \$112.01.	80
52,549	1,751	13.10 by 8, f. f., a. l.	7	88 07			81
48,641	1,621	29.2 by 9.4, f. f., a. l. to Greenleaf, 13 m.; residue no r. a.	6.6*	87 21		.12 m. increase	82
21,886	729	16 by 6.7, f. f., a. l. 36.36 m.; d. l. 19.73 m.	14.55*	86 95		1.61 m. decrease; \$76.95 for 51 m. In April, 1881.	83
39,538	1,317	r. p. o., 50.8 by 9.3½ (40 feet authorized), 1 l., to La Salle Station, 46.20 m.; r. a. apt. 17.9 by 8.10, f. f., a. l.; no r. a. residue.	10.73*	86 36	25 00	\$25 r. p. o. for 46 m.; .86 m. increase.	84
33,192	1,106	14 by 6.6 (av.), f. f., 2 l.	12	86 36		In April and Dec., 1881.	85
76,625	2,554	22.1 by 9.1, f. f., a. l.	11.51*	82 94		From July 1, 1881. 49.25 m. from Dec. 27, 1880; 32.64 m. from Feb. 16, 1881. In Oct., 1881.	86
52,101	1,736	18 by 5.6, f. f., a. l.	7	82 94		.86 m. increase	87
34,477	1,149	29.2 by 9.4, f. f., a. l.	7	82 94		24.92 m. from Mar. 16, 1882. .39 m. decrease.	88
28,460	948	21 by 9, f. f., a. l.	6	82 94		19.50 m. from April 1, 1881; 19.67 m. from Mar. 1, 1882.	89
25,585	852	19.4 by 7.4, f. f., a. l., to Antonito; 109.50 m. No r. a., residue, 91.32 m.	7	82 94		.63 m. increase	90
34,796	1,159	In b. c.	38.51*	82 93½		In April, 1881....	91

G. — Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
92	N. H.	1006		Groveton, Wells River.....	Boston, Concord and Montreal Railroad.	53.71	22
93	N. Y.	6045		Long Island City, Greenport	Long Island Railroad.....	97.17	23
94	Tex.	31028		Whitesborough, Fort Worth	Texas Pacific and Missouri Pacific Railway.	72.17	18
95	Tex.	31028		Whitesborough, Waco.....	do.....	160.48	18
96	Kans.	33005		Cherryvale, Hunnewell.....	Kansas City, Lawrence and Southern Kansas Railroad.	131.19	21
97	Wis.	25038		Milwaukee, Montfort.....	Chicago and Northwestern Railway.	146.31	23
98	Cal.	46006		Suisun, Napa Junction.....	California Pacific Railroad.....	13.01	26
99	N. Y.	6066		Rouse's Point, Canada Line, (n. o.)	Champlain and Saint Lawrence Railroad.	1.20	26
100	Colo.	38006		La Junta, Deming.....	Atchison, Topeka and Santa Fé Railroad.	587.80	30
101	Dak.	35005		Grand Forks, Fargo.....	Saint Paul, Minneapolis and Manitoba Railway.	78.93	20
102	Pa.	8030		Harrisburgh, Martinsburgh.	Cumberland Valley Railroad..	94.63	30
103	Cal.	46014		Goshen (n. o.), Yuma.....	Southern Pacific Railroad....	490.33	13
104	Cal.	46014		Huron, Yuma.....	do.....	530.52	13
105	N. Mex.	39001		Lamy Station (n. o.), Santa Fé.	Atchison, Topeka and Santa Fé Railroad.	18.63	18
106	Ky.	20020		Cincinnati, Chattanooga....	Cincinnati, New Orleans and Texas Pacific Railway.	337.50	27
107	Cal.	46011		San Francisco, Cloverdale..	San Francisco and North Pacific Railroad.	90	22
108	Cal.	46002		San Francisco, Soledad.....	Southern Pacific Railroad....	142.96	26
109	Kans.	33004		Lawrence, Coffeyville.....	Kansas City, Lawrence and Southern Kansas Railroad.	141.57	21
110	Tex.	31011		Whitesborough, Texarkana.	Texas and Pacific Railway...	173.67	18
111	Minn.	26021		White Bear Lake, Angus...	Minneapolis and Saint Louis Railway.	275.26 av.	18
112	Kans.	33011		Newton, Arkansas City.....	Atchison, Topeka and Santa Fé Railroad.	78.56	20
113	Kans.	33007		Saint Joseph, Grand Island.	Saint Joseph and Western Railroad.	252.88	20
114	Mo.	28040		Pleasant Hill, Carthage.....	Missouri Pacific Railway.....	115.46	25
115	Kans.	33012		Atchison, Columbus.....	Burlington and Missouri River Railroad.	221.36 av.	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans- portation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.					
Pounds.	Pounds.		Dollars.	Dollars.		
87,863	1,464	17 by 6.8, f. f., a. l.; 13.6 by 6.8, f. f., a. l. 12 m.	11.86*	82 08	.41 m. decrease. In Apr. and Aug., 1881, \$92.68 for 28.12 m.	92
75,633	1,260	17.10 by 6.8, f. f., a. l.	12	82 08	2.86 m. increase main line; branch (280).	93
28,925	897	39.2 by 9.2, f. f., a. l.	7	80 37	In October, 1881	94
25,457	848	16 by 9, f. f., a. l.	7	80 37	87.97 m. from Dec. 15, 1881. 34 m. increase.	95
27,929	930	18.2 by 8.9, f. f., a. l., to Wellington 112.70 m.; no r. a. residue, 18.49 m.	6	79 52	.15 m. decrease	96
25,657	855	19.2 by 7.2, f. f., a. l.	9.3*	78 66	64.60 m. from Oct. 15, 1881. 81.71 m. from Feb. 10, 1882. In April, 1882.	97
9,397	313	No r. a.	7	77 81	.01 m. increase	98
36,532	1,218	In b. c.	6	76 95	1.05 m. decrease. In April, 1881.	99
71,212	2,373	13.3 by 9.1½, f. f., a. l.	7	76 10	73.71 m. from Apr. 1, 1880; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In June, 1881.	100
23,912	797	12.4 by 7.2, f. f., a. l.	7	76 10	From Apr. 1, 1881; 2.87 m. increase. In May, 1882.	101
38,480	1,282	13.8 by 8.4, f. f., 2 l.	15.31*	76 09½	0.56 m. increase. In April, 1881.	102
81,329	2,710	r. p. o. 55.1½ by 9.5½, f. f., a. l. to Los Angeles 241.62 m. (40-foot cars author- ized).	7	75 24	\$25 for 241.62 miles. Part.	103
75,382	2,512	55.1½ by 9.5½, f. f., a. l., Goshen to Los Angeles, 241.62 m. (40-foot cars authorized); no r. a. Huron to Goshen, 40.10 m.	7	75 24	\$25 for 241.62 m.; 23 m. increase. From Huron to Goshen 40.10 m., is made a separate route from July 1, 1882.	104
22,381	746	No apt.	14	74 39	From April 1, 1880. In June, 1881.	105
74,285	2,476	22 by 9.3, f. f., a. l.	16.02*	73 58	In April, 1882	106
84,269	1,142	8 by 6, f. f., a. l.	10.8*	73 53		107
38,183	1,272	17 by 9, f. f., a. l.	12.51*	73 19	.84 m. decrease	108
35,676	1,189	18.2 by 8.9, f. f., a. l., to Cherryvale, 125.10 m.; no r. a. residue, 16.47 m.	6	71 82	.77 m. increase	109
29,570	985	16.10 by 9, f. f., a. l.	7	71 82	17.09 m. from Sept. 1, 1881; 76 m. increase.	110
19,464	648	av. 14.10 by 9, f. f., a. l., be- tween Minneapolis and Angus, 280.23 m.; no r. a. residue, 15.03 m.	8.25*	71 82	49.78 m. from Feb. 20, 1882. In April, 1882.	111
25,071	835	13.3 by 9.1½, f. f., a. l.	8.07*	70 11	.28 m. decrease	112
21,675	722	20 by 9.4, f. f., a. l.	7	70 11	1.48 m. increase; 226.50 m. at \$56 09, land grant. In Apr., 1882. Terminus changed from Ellwood to Saint Joseph from July 1, 1882.	113
19,046	634	20 by 8.2, f. f., a. l.	9.5*	69 26	38.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 22, 1881; 22.19 m. from Dec. 23, 1881. In March, 1882.	114
21,622	720	19.6 by 8.6; 8 by 7.6, f. f., a. l.	6	68 40	.06 m. increase	115

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
116	Dak ..	35001	.....	Sioux City, Yankton	Chicago, Milwaukee and Saint Paul Railway.	62.10	20
117	Pa.	8027	.....	Lancaster, Middletown	Pennsylvania Railroad	31.64	21
118	Cal	46008	.....	Vallejo Junction, Calistoga	California Pacific Railroad....	43.87	23
119	Tex....	31004	.....	Hempstead, Austin	Houston and Texas Central Railroad.	115.22	19
120	N. J.	7005	.....	Camden, Monmouth Junction.	Pennsylvania Railroad	53.32	35
121	Kans.	33030g	33037	Mulvane, Caldwell	Atchison, Topeka, and Santa Fé Railroad.	38.30	20
122	Fla.	16009	.....	Hart's Road, Jacksonville ..	Fernandina and Jacksonville Railroad.	23.27	20
123	Kans.	33019	.....	Ottawa, Burlington	Kansas City, Lawrence and Southern Kansas Railroad.	46.95	20
124	Tex....	31033	.....	Temple, Fort Worth	Gulf, Colorado and Santa Fé Railway.	128.80	25
125	N. M.	39001	.....	Lamy Station (n. o.), Santa Fé.	Atchison, Topeka and Santa Fé Railroad.	18.70	.....
126	Cal	46012	.....	Stockton, Milton	Stockton and Copperopolis Railroad.	30.09	16½
127	Md	10007	.....	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge Railroad.	21.11	25
128	Vt.	2016	.....	Brattleborough, South Londonderry.	Central Vermont Railroad	36.15	17
129	Kans.	33002	.....	Lawrence, Leavenworth	Union Pacific Railway	32.34	25
130	Va.	11026	.....	Norfolk, Edenton	Elizabeth City and Norfolk Railroad.	74.05	21
131	N. J.	7026	.....	Sandy Hook, Pemberton Junction.	New Jersey Southern Railroad.	65	30
132	Tex	31027	.....	Galveston, Belton	Gulf, Colorado and Santa Fé Railway.	226.90	25
133	Kans.	33015	.....	Junction City, Clyde	Junction City and Fort Kearney Railroad.	330.15	21
134	Ark	29007	.....	Little Rock, Arkansas City.	Little Rock, Mississippi River and Texas Railway.	113.25	16
135	Tex	31005	.....	Bremond, Cisco	Houston and Texas Central Railroad.	197.66	18
136	Tex....	31026	.....	Georgetown, Round Rock ..	International and Great Northern Railroad.	10.23	10
137	Minn.	26035	.....	Barnesville, Moorhead	Saint Paul, Minneapolis and Manitoba Railway.	23.40	22
138	Cal	46017	.....	Los Angeles, Santa Ana	Central Pacific Railroad Co., lessees Los Angeles and San Diego Railroad.	35.23	16½
139	Va	11025	.....	Orange, Gordonsville.	Virginia Midland Railway	9.79	14
140	Pa.	8081	.....	Pittsburgh, West Brownsville.	Pennsylvania Railroad	54.62	21
141	N. Y.	6046	.....	Hicksville, Port Jefferson...	Long Island Railroad	33.50	23
142	N. M.	39002	.....	Antonito, Durango	Denver and Rio Grande Railway.	171.39	15
143	Ark	29003	.....	Argenta, Fort Smith	Little Rock and Fort Smith Railway.	167.15	20
144	Nev	45002	.....	Palisade, Eureka	Eureka and Palisade Railroad.	90.85	22

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
80 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
16, 150	538	12.5 by 7.9, f. f., a. 1	6	68 40		.39 m. increase	116
44, 774	747	r. a. apt., 11 by 8.6, 1 l., 12.15 m., Lancaster to Columbia	20.30*	67 55		.14 m. increase, 60 days in Feb. and Mar., 1882	117
19, 362	645	10 by 8.10, f. f., d. 1	12.71*	67 55		.03 m. decrease	118
22, 986	766	14.8 by 8, f. f., a. 1	13	67 54		.02 m. increase	119
19, 267	642	11 by 8, f. f., a. 1	8.60*	67 54½		Main route; branches, \$46.17, \$38.47½ (197, 371); 24 m. decrease. In April, 1881	120
22, 782	759	13.3 by 9.1½, f. f., a. 1	6	66 69		.11 m. increase. (Formerly branch 33011.) In October, 1881	121
16, 992	566	no apt.; no r. a.	13	66 69			122
13, 681	456	18.2 by 8.9, f. f., a. 1	6	66 69		.10 m. decrease	123
16, 577	552	13 by 7, f. f., a. 1	7	65 84		99.30 m. from Dec. 1, 1881; 29 m. from Feb. 8, 1882	124
16, 365	545	in b. c.	14	65 84		.07 m. increase	125
19, 228	640	10 by 8.9, f. f., a. 1	8.90*	64 98		.09 m. increase	126
17, 116	570	9.4 by 8.5, f. f., 2 l.	15*	64 98		In January, 1882	127
15, 726	524	in b. c.	6	64 98		In April, 1881	128
21, 458	715	18.2 by 8.9, f. f., a. 1	7	64 13		2.71 m. decrease	129
15, 126	504	6.7½ by 5.9½, f. f., a. 1	6	64 13		46.15 m. from July 15, 1881; 27.90 m. from Dec. 20, 1881. In Mar., 1882	130
5, 896	196	8.3 by 6.9, f. f., a. 1	6	63 29		In April, 1881. Main route; branch (184); branch (256)	131
20, 605	693	13 by 7, f. f., a. 1	7	63 27		.10 m. increase	132
15, 439	514	13.9 by 9.1, f. f., a. 1	7	63 27		1.15 m. increase	133
14, 829	494	14 by 7.3, f. f., a. 1	6	63 27		43 85 m. from April 1, 1881. In Oct., 1881	134
20, 027	667	14 by 8.8, f. f., a. 1	9.9*	62 42		.10 m. decrease; 52.57 m. from July 18, 1881; 47.91 m. from Sept. 26, 1881	135
15, 082	502	no apt	10.50*	62 42			136
14, 596	486	no r. a.	13	62 42		From April 1, 1881. In May, 1882	137
27, 184	906	8.4 by 6, f. f., a. 1	7	61 56		.59 m. increase	138
13, 755	458	in b. c.	9.50*	60 71		In January, 1882	139
4, 848	161	15 by 8.7, 1 l.	12	60 71		\$60.71 for 31.3 m.; 23.32 m. from July 1, 1881, extension from Monongahela City to West Brownsville. Weighed on extension in March and April, 1882, 80 days	140
32, 111	535	13 by 5.9, f. f., a. 1	12	60 44½		3 m. decrease. Combined weighings Apr. and Aug., 1881; 26 m. at \$50.44½	141
28, 430	947	19.4 by 7.4, f. f., a. 1	7	59 00		22.60 m. from July 1, 1881; 85.20 m. from Aug. 16, 1881; .31 m. decrease	142
24, 705	1 156	18 by 9, f. f., a. 1	6	58 83		2.14 m. decrease	143
15, 022	500	no r. a.	7	58 14		.42 m. decrease	144

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
145	Nebr	34010		Fremont, Long Pine	Fremont, Elkhorn and Missouri Valley Railroad.	212.71	
146	Ill	23024		Peoria, Evansville	Peoria, Decatur and Evansville Railway.	250.53	23
147	Mo	28036		Fort Scott, Springfield.....	Kansas City, Fort Scott and Gulf Railroad.	105.42	20
148	Dak	35002		Marion, Chamberlain	Chicago, Milwaukee and Saint Paul Railway.	111.88	av 18½
149	Mass	3028		South Framingham, Milford.	Boston and Albany Railroad..	12.31	21
150	Iowa.	27003		Cedar Rapids, Emmittsburg	Burlington, Cedar Rapids and Northern Railway.	184.05	22
151	Dak	35011a	35011	Grand Forks, Grafton.....	Saint Paul, Minneapolis and Manitoba Railway.	40.05	20
152	Minn	28020		Worthington, Salem	Chicago, Saint Paul, Minneapolis and Omaha Railway.	101.79	20
153	Tex...	31025		Texarkana, Waco	Texas and Saint Louis Railway.	258.79	16
154	Cal	48022		Davisville, Willows.....	Central Pacific Railway Co. (Lease Northern Railway).	74.5	25
155	Cal	48005		Sacramento City, Folsom City..	Sacramento and Placerville Railroad.	22.23	16
156	Kana.	33009		Junction City, Parsons	Missouri Pacific Railway	157.86	25
157	Minn	28010		Hastings, Aberdeen	Chicago, Milwaukee and Saint Paul Railway.	312.96	17
158	Ark	29005		Malvern Junction, Hot Springs.	Hot Springs Railroad.....	25.90	18
159	Nev	45004		Mound House, Candelaria ..	Carson and Colorado Railroad.	158.96	15
160	Tex...	31013		Jefferson, Greenville	Missouri Pacific Railway	121.46	15
161	Cal	48029		Niles Junction, San José	Central Pacific Railroad	18.37	80
162	Cal	48023		Galt, Lone	Amador Branch Railway	27.79	14½
163	Mich	24042		Port Huron, Sand Beach.....	Port Huron and Northwestern Railway.	71.70	16
164	Nebr	31008		Valley, Stromsburg	Omaha and Republican Valley Railroad.	90.86	
165	Oreg	44002		Portland, Corvallis	Oregon and California Railroad.	97.85	14
166	Cal	46316		San Francisco, Duncan's Mills.	North Pacific Coast Railroad..	80.50	16
167	Colo	38011		Alamosa, Del Norte	Denver and Rio Grande Railway.	31.82	15
168	Colo	38010		Canon City, West Cliff.....	do	31.20	15
169	N. Y.	8093		Long Island City, Sag Harbor.	Long Island Railroad	99.67	32
170	Pa....	8063		Connellsville, Uniontown ..	Baltimore and Ohio Railroad..	12.98	20
171	Nebr	34003		Omaha, Covington	Chicago, Saint Paul, Minneapolis and Omaha Railway.	127.12	14
172	Wash.	43001		Kalama, Carbonado.....	Northern Pacific Railroad, Pacific Division.	139.83	23

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
20 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
14, 745	491	17.9 by 9.6, f. f., a. l.	6	58 14		.02 m. increase; 38.92 m. from Sept. 15, 1881; 57.43 m. from Dec. 15, 1881.	145
13, 237	441	19.9 by 9.4, f. f., a. l.	6	58 14		57.96 m. from Apr. 1, 1881. In Oct., 1881.	146
12, 685	422	14 by 9.2, f. f., a. l.	6	58 14		23.93 m. from Dec. 1, 1880; 12.34 m. from Dec. 16, 1880; 31.72 m. from Jan. 16, 1881. In Oct., 1881.	147
14, 403	480	20.3 by 9.6, f. f., a. l. to Mitchell, 44.39 m. No r. a. residue, 67.49 m.	6	57 29		67.33 m. from Aug. 16, 1881.	148
5, 760	191	in b. c.	24	57 28½		.01 m. increase. In April, 1881.	149
18, 280	609	20 by 9.4, f. f., a. l.	6	56 43		Lap from Cedar Rapids to Vinton, 21.21 m.; 26.34 m. from Dec. 20, 1880; 28.86 m. from Jan. 20, 1881; 9.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 16, 1882. In April, 1882.	150
11, 961	399	12.4 by 7.2, f. f., a. l.	7	56 43		From Feb. 1, 1882; .21 m. increase. In May, 1882.	151
6, 279	209	11.9 by 9.4, f. f., a. l. to Sioux Falls, 62.69 m. No r. a. residue, 39.10 m.	6	55 58		38.72 m. from Jan. 20, 1881. In April, 1882.	152
16, 516	550	av. 9.8 by 7.7, f. f., a. l.	7	54 72		92.41 m. from Sept. 1, 1881.	153
16, 198	539	8.11 by 8.9½, f. f.	6½*	54 72		9.20 m. at \$45.32; .11 m. increase.	154
11, 644	388	6.6 by 6, f. f., a. l.	12	54 72		.97 m. decrease	155
24, 817	826	15.8 by 7.2, f. f., a. l.	6	54 04		.42 m. increase	156
20, 808	693	av. 19 by 9, f. f., a. l.	6	54 04		110.16 m. from Aug. 16, 1881. In April, 1882.	157
19, 136	637	8 by 4, no r. a.	14	53 87		.79 m. increase	158
10, 836	361	no r. a.	7	53 87		100 m. from July 16, 1881; 58.80 m. from Mar. 15, 1882; .16 m. increase.	159
9, 091	303	14 by 6, f. f., a. l.	6	53 87		.72 m. decrease	160
8, 118	270	no r. a.	14	53 87		.50 m. increase	161
16, 415	547	no r. a.	7	53 01		.05 m. decrease	162
15, 998	533	8.8 by 5.9, d. l. to Mariette Junction, 14.50 m.; a. l. residue	8.4*	53 01		In April, 1882	163
13, 286	442	12.2½ by 6.10, f. f., a. l.	8.5*	53 01		.08 m. increase	164
10, 805	360	10 by 8.10, f. f., a. l.	6	53 01		47.54 m. at \$42.75; 1.36 m. decrease. Route 44004 consolidated with this route.	165
12, 875	429	8 by 6, f. f., a. l.	7.30*	52 16		.03 m. increase	166
9, 990	333	no r. a.	7	52 16		From Aug. 16, 1881; 32 m. increase.	167
10, 242	341	no r. a.	7	52 16		From Aug. 16, 1881; 2.30 m. decrease.	168
51, 488	857	17.9 by 6.8, f. f., a. l.	12	51 30		Weightings of April and August, 1881, combined. Route stated from Aug. 1, 1881.	169
1, 707	57	in b. c.	12	51 30		1.28 m. increase. In April, 1882. Branch;	170
17, 624	587	11.10 by 9.3, f. f., a. l.	6.47*	51 16		.49 m. decrease	171
24, 386	812	22.6 by 9, f. f., a. l. to New Tacoma, 105 m. No r. a. residue; 34.83 m.	6	50 61		3.50 m. from Nov. 1, 1881.	172

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
173	Tex	31022		Denison City, Gainesville.	Missouri Pacific Railway	40.51	12
174	Minn	26020		Worthington, Salem	Worthington and Sioux Falls Railroad.	101.79	20
175	N. H.	1007		Wing Road, Fabyan House.	Boston, Concord and Montreal Railroad.	13.54	24
176	Cal	46019		Colfax, Nevada City	Nevada County Narrow Gauge Railroad.	23.09	12
177	Md	10012		Clayton, Chestertown	Kent County Railroad		17
178	Md	10012		Clayton, Chestertown	do	32.73	17
179	Md	10012		Clayton, Chestertown	do	33.67	17
180	Kans	33025		Solomon City, Beloit	Solomon Railroad	57.83	14
181	Tex	31021		Waxahachie, Garrett	Central Texas and Northwest- ern Railway.	12.08	12
182	Mich	24049		Saint Clair Junction (n. e.), Saginaw.	Flint and Père Marquette Railroad.	3.54	10
183	N. Y.	6019		Dunkirk, Titusville.	New York Central and Hud- son River Railroad.	91.16	22
184	N. J.	7026		Manchester, Barnegat	New Jersey Southern Railroad	22.42	25
185	Wis	25004		Milton Junction, Shullsburg	Chicago, Milwaukee and Saint Paul Railway.	76.21	20
186	Utah	41008		Echo City, Park City	Echo and Park City Railroad.	28.45	20
187	Kans	33030	33033	Oswatimie, Ottawa	Missouri Pacific Railway	21.40	25
188	Cal	46009		Marysville, Oroville.	N. D. Rideout, purchaser Cali- fornia Northern Railroad.	27.50	20
189	Minn	26014		Saint Peter, Watertown	Winona and Saint Peter Rail- road.	184.73	18
190	Cal	46031		San Francisco, Santa Cruz	South Pacific Coast Railroad.	83.15	23
191	Ohio	21073		Cleveland, Canton	Valley Railway.	60.39	30
192	Kans	33030		Florence, Ellenwood	Atchison, Topeka and Santa Fé Railroad.	98.87	25
193	N. J.	7004		Princeton Junction, Prince- ton.	Pennsylvania Railroad.	3.37	30
194	Colo	38015		Mears, Haumann	Denver and Rio Grande Rail- way.	27.33	15
195	Kans	33030	33034	Burlingame, Manhattan	Manhattan, Alma and Bur- lingame Railway.	57.21	15
196	Nebr	34003		Omaha, Covington	Chicago, Saint Paul, Minne- apolis and Omaha Railway.	127.61	20
197	N. J.	7005		Bordentown, Trenton	Pennsylvania Railroad.	6.04	18
198	Mo	28044		Bigelow, Burlington Junc- tion.	Kansas City, Saint Joseph and Council Bluffs Railroad.	32.39	24
199	N. Y.	6021		Rochester, Charlotte	New York Central and Hud- son River Railroad.	9	25
200	Tex	31027		Galveston, Belton	Gulf Colorado and Santa Fé Railway.	226.86	25
201	Minn	26009		Mendota, Minneapolis	Chicago, Milwaukee and Saint Paul Railway.	8.79	13
202	Cal	46007		Woodland, Grafton	California Pacific Railroad.	9.84	22
203	Kans	33023		Emporia, Howard	Atchison, Topeka and Santa Fé Railroad.	76.59	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Dollars.	Dollars.		
Pounds.	Pounds.						
43,102	1,438	16 by 9, f. f., a. l.	7	50 45		.09 m. decrease.	173
11,610	387	11.10 by 9.3, f. f., a. l.	6	50 45		Not weighed on extension from Sioux Falls to Salem; 38.72 m. In June, 1881.	174
39,421	656	13.7 by 6.7, f. f., a. l.	24	49 59		Weights for May and August, combined.	175
19,163	638	no r. a.	14	49 59		.23 m. decrease.	176
18,866	628	10 by 6, f. s., 1 l.	6	49 59		In Dec., 1881; weighing set aside.	177
16,026	534	r. a. apt., 10 by 6, f. f., 1 l.	6	49 59		In January, 1882.	178
12,152	405	r. a. apt., 10 by 6, f. f., c.	6.5*	49 59		3.50 m. increase. In April, 1881; weighing set aside.	179
11,165	372	16 by 8, f. f., a. l.	7	49 59		.93 m. increase.	180
8,946	298	8 by 8, no r. a.	12	49 59		.14 m. increase.	181
8,820	294	no apt.; no r. a.	24	48 74		From March 1, 1882. In April, 1882.	182
12,841	428	12.6 by 6.7, f. f., 1 l.	9.02*	48 73½		In April, 1881.	183
3,466	114	in b. c.	11.81*	48 73½		Branch; main route (131); Branch (256), 2.12 m. from Oct. 15, 1879. In April, 1881.	184
18,427	614	17 by 7.7, f. f., a. l., to Gratiot 64.30 m.; no r. a., residue 11.91 m.	10.8	47 88		33.59 m. from October 20, 1881. In April, 1882.	185
8,314	277	no r. a.	14	47 88		.20 m. decrease. From May 2, 1881.	186
6,840	228	16.4 by 8.8, no r. a.	6	47 88		.10 m. decrease.	187
6,402	213	no r. a.	7	47 88		2.5 m. decrease.	188
28,262	942	14.6 by 7.6, f. f., a. l.	7.3*	47 88		34.10 m. from August 16, 1879. In August, 1881.	189
20,479	682	8 by 7.6, f. f., a. l.	13	47 03		.18 m. decrease.	190
15,264	508	11.6 by 7.1½, f. f., a. l.	12	47 03		In Dec. 1881. From January 1, 1882.	191
11,194	373	13.3 by 9.1½, f. f., a. l.	6	47 03		19.76 m. from Nov. 15, 1881. .52 m. increase.	192
10,310	343	in b. c.	36	47 03		.17 m. increase. Branch; main route (1), weighing for 30 days. In April, 1882.	193
7,800	260	19 by 7.4, no r. a.	7	47 03		19.56 m. from Nov. 25, 1881. 8.25 m. from April 15, 1882.	194
6,826	227	10 by 7, f. f., a. l.	6	47 03		.10 m. decrease.	195
10,290	343	11.4 by 9.3½, f. f., a. l.	12	46 17		In Oct., 1881. 16.30 m. from March 1, 1880. 62.96 m. from Jan. 20, 1881.	196
8,628	287	in b. c.	18	46 17		Branch (371); main route (120), \$67.54; .96 m. decrease. In April, 1881.	197
7,509	250	11.4 by 6.6, f. f., a. l.	6	46 17		From Dec. 20, 1880. In March, 1882.	198
6,231	207	in b. c.	17½*	46 17		In April, 1881.	199
14,898	496	13 by 6.10, f. f., a. l.	8.04*	45 32		Whole route from Oct. 1, 1881. 37.85 m. from Mar. 15, 1881. In October, 1881.	200
7,403	246	no r. a.	12	45 32		Branch; main route, \$74.56, not weighed. From Feb. 1, 1881. In April, 1882.	201
1,942	64	no r. a.	6	45 32		.70 m. increase.	202
9,476	315	12 by 7.7, f. f., a. l.	6	44 46		.49 m. increase.	203

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
204	Minn.	26033	.....	Wyoming, Taylor's Falls.....	Saint Paul and Duluth Railroad.	21.14	10
205	Ill.	23054	.....	Chicago, Lanark Junction, (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	25
206	Iowa	27052	.....	Tama, Elmore	Chicago and Northwestern Railway.	164.72	14
207	Ohio	21060	.....	Columbia, Hamersville.....	Cincinnati and Portsmouth Railroad.	85	av.15
208	S. C.	14007	.....	Chester, Lincolnton	Chester and Lenoir Narrow Gauge Railroad.	65.17	14
209	Kan.	33030	33032	Jamestown, Burr Oak	Missouri Pacific Railway (Central Branch Division.)	33.90	12
210	Ark.	29010	.....	Gurdon, Camden	Saint Louis, Iron Mountain and Southern Railway.	34.28	12
211	Mo.	28045	.....	Delta (n. o.), Cape Girardeau.	Cape Girardeau Railway.....	14.81	12
212	Ky.	20027	.....	Ashland, Peach Orchard.....	Chattanooga Railway	43.39	12
213	Tex.	31006	31032	Mineola, Troup	International and Great Northern Railroad.	44.54	16
214	Wash.	43004	.....	Walla Walla, Wallula	Walla Walla and Columbia River Railroad.	32.10	15
215	Tex.	31017	.....	Denison City, Mineola.....	Missouri Pacific Railway.....	103.08	20
216	Tex.	31017	.....	do	do	102.84	20
217	La.	30002	.....	New Orleans, Port Allen.....	New Orleans Pacific Railway.	98	19
218	Kans.	33030	33031	Paola, Leroy Junction (n. o.).	Missouri Pacific Railway.....	61.40	25
219	Mich.	24045	.....	Butter's Junction (n. o.), Manistee.	Flint and Pere Marquette Railroad.	27.02	24
220	Iowa.	27034	.....	Sioux City, Sioux Falls.....	Chicago, Milwaukee and Saint Paul Railway.	91.14	20
221	N. Y.	6094	.....	Long Island City, White-stone.	Long Island Railroad	12	23
222	Kans.	33017	.....	Florence, Douglas	Atchison, Topeka and Santa Fé Railroad.	54.58	15
223	Wash.	43009	.....	Wallula, Pend d'Oreille.....	Northern Pacific Railroad....	218.69	20
224	Nebr.	34015	.....	Grand Island, Saint Paul...	Omaha and Republican Valley Railroad.	22.99	.....
225	Iowa.	27061	.....	Bethany Junction (n. o.), Albany.	Chicago, Burlington and Quincy Railroad.	47.26	20
226	N. Y.	6015	.....	Buffalo, Lockport.....	New York Central and Hudson River Railroad.	22	30
227	Fla.	16011	.....	Waldo, Ocala	Peninsular Railroad	47.26	20
228	Tex.	31015	.....	Henderson, Overton	International and Great Northern Railroad.	16.57	10
229	Colo.	28002	.....	Brighton, Boulder	Denver and Boulder Valley Railroad.	27.69	23
230	Wis.	25028	.....	Hudson, Gunderson.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	124.95	19
231	Wash.	43003	.....	Olympia, Tenino.....	Olympia and Chehalis Valley Railroad.	16.05	16
232	Cal.	46018	.....	Visalia, Goshen	Visalia Railroad	7.83	10
233	N. J.	7048	.....	Keyport, Freehold	Freehold and New York Railway.	14.22	25
234	Nebr.	34012	.....	Columbus, Norfolk	Omaha, Niobrara and Black Hills Railroad.	50.74	.....
235	Kans.	33030	33035	Wellington, Harper.....	Kansas City, Lawrence and Southern Kansas Railroad.	35.89	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
<i>Pounds.</i>	<i>Pounds.</i>			<i>Dollars.</i>	<i>Dollars.</i>		
6,980	232	no r. a	6	44 46	.....	From January 20, 1881. In April, 1882.	204
124,830	4,161	r. p. c., 35.5 by 9.5 (none authorized); (av.) 22 by 9.3, f. f., d. l.	12	43 61	.....	27.65 m. from May 20, 1881. In Apr., 1882.	205
16,679	555	12.2 by 7.5, f. f., a. l.	6.1*	43 61	.....	14.89 m. from August 16, 1881; 24.13 m. from Oct. 15, 1881; 32.08 m. from Feb. 1, 1882. In April, 1882.	206
12,757	425	10.2 by 5.2, f. f., a. l.	12	43 61	.....	7.65 m. from July 25, 1881; 5.95 miles from Jan. 16, 1882. In May, 1882.	207
8,449	281	11.8 by 6.10, f. f., a. l.	6	43 61	.....	14.20 m. from May 23, 1881.	208
7,688	256	17.6 by 9.1, no r. a	6	43 61	.....	.05 m. decrease	209
6,442	214	no apt	6	43 61	.....	From December 1, 1881.	210
6,402	213	Locked room	13	43 61	.....	In Jan., 1882. From Feb. 8, 1881.	211
6,369	212	10 by 5.6, f. f., a. l.	6	43 61	.....	31.33 m. from Mar. 16, 1881. 12.06 m. from Feb. 15, 1882. In Mar., 1882.	212
41,815	1,393	23.6 by 9, f. f., a. l.	7	42 75	.....	.16 m. decrease	213
39,378	1,312	19.2 by 9, f. f., a. l.	6	42 75	.....	.27 m. decrease	214
38,526	1,284	50 by 9, f. f., a. l.	7	42 75	.....	50.01 m. from July 1, 1881. In Oct., 1881.	215
32,497	1,080	50 by 9.2, f. f., a. l.	7	42 75	.....	.24 m. decrease	216
18,463	615	16.10 by 9.2, f. f., a. l.	6.50*	42 75	.....	32.39 m. from Aug. 1, 1881; 1.29 m. increase	217
18,112	603	20 by 8.2, f. f., a. l.	6	42 75	.....	.60 m. increase	218
17,104	569	....., f. f., a. l.	12	42 75	.....	23.81 m. from Jan. 10, 1882. In April, 1882.	219
16,375	545	12 by 7, f. f., a. l.	6	42 75	.....	22.17 m. from Feb. 2, 1880. In Aug., 1881.	220
14,096	469	in b. c.	12	42 75	.....	41.46 m. decrease. Covered by route No. 6093. Main line; branch (236).	221
11,924	397	12 by 7.7, f. f., a. l.	6	42 75	.....	24.02 m. from Dec. 1, 1881; 19 m. decrease.	222
10,249	341	no r. a	7	41 73	.....	170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; 69 m. from Jan. 5, 1882.	223
9,004	300	no r. a	6	42 75	.....	.37 m. increase	224
8,969	298	av. 10.6 by 6.7, f. f., a. l.	15*	42 75	.....	16.93 m. from Nov. 1, 1881. In June, 1882.	225
8,691	290	in b. c.	18	42 75	.....	In April, 1881	226
8,196	273	no apt.; no r. a	6	47 88	.....	In Oct., 1881	227
7,682	262	no apt	7	42 75	.....	1.04 m. increase	228
7,682	260	no r. a.; no apt	6	42 75	.....	.06 m. decrease	229
7,653	255	8 by 6.8; no r. a	6	42 75	.....	41.10 m. from Aug. 20, 1881. In April, 1882.	230
7,639	254	no r. a	6	42 75	.....	.74 m. increase	231
7,309	243	no r. a	14	42 75	.....	1.04 m. decrease	232
7,001	233	in b. c.	16.84*	42 75	.....	.08 m. increase. In July, 1881.	233
7,012	233	9 by 5, f. f., a. l.	7.09*	42 75	.....	.07 m. increase	234
6,633	221	18.2 by 8.9; no r. a	6	42 75	.....	.05 m. increase	235

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
236	Kans.	33013	.....	Leavenworth, Miltonvale...	Kansas Central Railroad.....	168.02	17
237	Ohio..	21061	.....	Toledo, Dayton	Toledo, Delphos and Burlington Railroad.	168.65	25
238	Mich.	24020	.....	Toledo, South Lyons.....	Toledo, Ann Arbor and Grand Trunk Railway.	61.91	30
239	Kans.	33029	.....	Downs, Bull's City.....	Missouri Pacific Railway (Central Branch Division).	24.08	20
240	Nebr.	34014	.....	Valparaiso, Lincoln	Omaha and Republican Valley Railroad.	20.30	.....
241	Tex.	31023	.....	Houston, Moscow.....	Houston, East and West Texas Railway.	88.50	12
242	Va....	11027	.....	Williamsons, Glenwood.....	Richmond and Alleghany Railroad.	54.97	20
243	Tex.	31030	.....	Dallas, Denton.....	Dallas and Wichita Railway..	37.85	18
244	Ill....	23026	.....	Effingham, Switz City	Cincinnati, Effingham and Quincy Construction Co.	91	30
245	N. Y..	6014	.....	Canandaigua, Tonawanda...	New York Central and Hudson River Railroad.	86	25
246	Kans.	33024	.....	Cherry Vale, Weir.....	Kansas City, Fort Scott and Gulf Railroad.	50.33	15
247	N. Y..	6044	.....	Mincola, Locust Valley.....	Long Island Railroad.....	11.54	22
248	Ill....	23006	.....	Danville, West Liberty.....	Danville, Olney and Ohio River Railroad.	101.11	30
249	Nev....	45003	.....	Battle Mountain, Austin....	Nevada Central Railway.....	94.10	18
250	Cal....	46015	.....	Elmira, Madison	Vaca Valley and Clear Lake Railroad.	30.07	15
251	Minn.	26034	.....	Morris, Brown's Valley.....	Saint Paul, Minneapolis and Manitoba Railway.	47.26	15
252	La....	30009	.....	Terre Bonne, Thibodeaux...	Morgan's, Louisiana and Texas Railroad and Steamship Company.	6.36	18
253	Iowa.	27046	.....	Des Moines, Jefferson	Wabash, Saint Louis and Pacific Railway.	67.99	20
254	Pa....	8071	.....	South Penn Junction (n. o.), Richmond Furnace.	Cumberland Valley Railroad.	19.38	24
255	Ark....	29004	.....	Tripp, Monticello.....	Little Rock, Mississippi River and Texas Railway.	42.50	16
256	N. J..	7026	.....	Katontown, Port Monmouth	New Jersey Southern Railroad.	9.8	17
257	Mass.	3014	.....	Wakefield, Newburyport...	Boston and Maine Railroad...	30.85	26
258	Kans.	33024	.....	Cherry Vale, Weir.....	Kansas City, Fort Scott and Gulf Railroad.	50.08	16
259	Iowa.	27060	.....	Centreville, Albia.....	Wabash, Saint Louis and Pacific Railway.	27.87	20
260	Vt....	2002	.....	Montpelier, Barre	Central Vermont Railroad....	7.	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans- portation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
6,542	218	10.2 by 5.11, f. f., a. l.	6	42 75		30.97 m. from Jan. 2, 1882. Not weighed on 18.47 m. Extension from Clay Centre to Miltonvale from May 1, 1882. In April, 1882.	236
6,492	216	6.1 by 5.10, f. f., a. l.	12	43 61		In Aug., 1881. From July 1, 1881.	237
6,425	214	10.6 by 7, f. f., a. l.	10.4*	42 75		15.76 m. from Nov. 1, 1881. In April, 1882.	238
6,377	212	26 by 8; no r. a.	6	42 75		6.27 m. decrease. Route curtailed to begin at Downs from July 1, 1882.	239
6,203	206	no r. a.	6	42 75		.35 m. decrease ...	240
6,209	206	6 by 5.9, f. f., a. l.	6	42 75		2.04 m. decrease ...	241
6,119	204	11.4 by 8.10½, f. f., a. l.	6	42 75		35.90 m. from Mar. 22, 1881; 19.67 m. from April 15, 1881. In Sept., 1881.	242
6,052	201	10.6 by 7.5, f. f., a. l.	7	42 75		From Sept. 1, 1881. New.	243
5,910	197	10.6 by 7.4, f. f., a. l.	6	42 75		From Mar. 1, 1881. In Sept., 1881.	244
5,890	196	6 by 5.9, l. l.	6	42 75		In April, 1881.	245
5,767	192	82 by 5.10 f. f., a. l. between Parsons and Weir; no r. a. residue.	6	42 75		12.63 m. from May 1, 1879, to Feb. 20, 1880; 18.80 m. from Mar. 1, 1881. In Oct., 1881.	246
11,358	189	in b. c.	12	42 75		.71 m. decrease. Weighings of April and Aug., 1881, combined.	247
5,596	186	no r. a.	6			51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882.	248
5,595	184	no r. a.	7	42 75		.09 m. increase ...	249
5,578	185	no r. a.	7	42 75			250
5,501	183	no r. a.	6			From Apr. 1, 1881. In May, 1882.	251
5,506	183	no r. a.	7	42 75		.61 m. increase.	252
5,475	182	14 by 6.11 f. f., a. l.	6	42 75		38.91 m. from Feb. 1, 1882. In Apr., 1882.	253
5,352	178	in b. c.	6	42 75		.52 m. increase on main route and branch. In Apr., 1881. Main route; branch (353).	254
5,337	177	14 by 7.8, f. f., a. l.	6	42 75		From July 1, 1881. In Oct., 1881.	255
5,287	176	a. l. 3.25 m.	10.10*	42 75		Branch; main route (131) branch (184). In Apr., 1881.	256
5,314	176	in b. c.	18.61*	42 75		Company refuse to furnish apartment. In Apr., 1881.	257
5,248	174	8.4 by 5.10, f. f., a. l.	6	42 75		.25 m. decrease ...	258
5,215	173	19 by 8.6, f. f., a. l.	6	42 75		16.70 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881.	259
5,185	172	in b. c.	18	42 75		.24 m. increase. Branch; main route (35).	260

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mails.	Length of route. <i>Miles.</i>	Miles per hour.
261	Nebr.	34018	.....	Norfolk Junction (n. o.), Creighton.	Fremont, Elkhorn and Mis- souri Valley Railroad.	42.50	18
262	Mich.	24025	.....	Marlette Junction (n. o.), East Saginaw.	Port Huron and Northwestern Railway.	79.60	22
263	Kans.	33028	.....	Salina, McPherson	Salina and Southwestern Rail- way.	37.07	14
264	Cal.	46034	.....	Gilroy, Tres Pinos	Southern Pacific Railroad	20.20	20
265	Tex.	31023	.....	Houston, Moscow	Houston, East and West Texas Railway.	90.54	12
266	Colo.	38016	.....	Gunnison, Crested Butte	Denver and Rio Grande Rail- way.	28.40	15
267	Tex.	31019	.....	Indianola, Cuero	Gulf, Western Texas and Pa- cific Railway.	66.74	16½
268	Wis.	25037	.....	Merillon, Neillsville	Chicago, Saint Paul, Minne- apolis and Omaha Railway.	15.60	14
269	Nebr.	34017	.....	Lost Creek, Albion	Omaha, Niobrara and Black Hills Railroad.	34.22	.....
270	N. Mex.	39004	.....	Thorne, El Paso	Atchison, Topeka and Santa Fé Railroad.	77.45	25
271	S. C.	14013	.....	Chester, Lancaster	Cheraw and Chester Rail- road.	30.2	15
272	Kans.	33020	.....	Girard, Joplin	Joplin Railroad	38.69	20
273	Tex.	31006	31084	Phelps, Huntsville	International and Great Northern Railroad.	8.51	7
274	Wis.	25039	.....	Mazo Manie, Prairie du Sac	Chicago, Milwaukee and Saint Paul Railway.	10.23	12
275	Ark.	29008	.....	Helena, Forest City	Helena and Iron Mountain Railroad.	43.90	11
276	Colo.	38013	.....	Leadville, Wheeler	Denver and Rio Grande Rail- way.	24.50	15
277	Fla.	16008	.....	Volusia, Leesburgh	Saint John's and Lake Eustis Railway.	54.75	15
278	Minn.	26029	.....	Lake Crystal, Elmore	Blue Earth Branch of the Saint Paul and Sioux City Rail- road.	48.54	20
279	Minn.	26029	.....	do	Chicago, Saint Paul, Minne- apolis and Omaha Railway.	43.45	15
280	N. Y.	6045	.....	Mincola, Hempstead	Long Island Railroad	2.50	21
281	Iowa	27063	.....	Avoca, Carson	Chicago, Rock Island and Pa- cific Railroad.	17.61	12
282	Dak.	35010	.....	Huron, Ordway	Chicago and Northwestern Railway.	91.55	10
283	Colo.	38009	.....	Poncho Springs, Maysville	Denver and Rio Grande Rail- way.	7.28	15
284	Kans.	33027	.....	Yuma (n. o.), Talmage	Missouri Pacific Railway, Cen- tral Branch Division.	30.86	10
285	Nebr.	34013	.....	Beatrice, Marysville	Omaha and Republican Valley and Marysville and Blue Valley Railroad.	38.58	.....
286	N. Y.	6094	.....	White Stone Junction, Great Neck Station (n. o.).	Long Island Railroad	7.71	25
287	Pa.	8080	.....	Mechanicsburgh, Dillsburgh	Cumberland Valley Railroad	8.65	15
288	Mo.	28042	.....	Sedalia, Warsaw	Sedalia, Warsaw and Southern Railway.	42	14

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Pay per mile per annum for transportation.	Pay per mile per annum for r.p.o. cars.		
Pounds.	Pounds.			Dollars.	Dollars.		
5,166	172	10 by 7.6, f. f., a. l.	6			From Sept. 1, 1881	261
5,003	166	9.6 by 5.9, f. f., a. l.	12			33.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 12.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882.	262
5,001	166	20.6 by 9.4, f. f., a. l.	7	42 75		.50 m. increase. In Apr., 1882.	263
4,949	164	no r. a.	7	42 75		.38 m. increase. Formerly branch 46002.	264
4,932	164	9.1½ by 7.4½, f. f., a. l.	6	42 75		34.54 m. from July 1, 1881. In Oct., 1881.	265
4,858	161	19 by 7.4, no r. a.	7			.33 m. increase. From Jan. 2, 1882.	266
4,770	159	no apt.		42 75		.06 m. decrease	267
4,653	155	no r. a.	12			From Sept. 1, 1881. In Apr., 1882.	268
4,645	154	9 by 5, f. f., a. l.	6			.06 m. increase. From Apr. 15, 1881.	269
4,576	152	no r. a.	7			33.85 m. from July 1, 1881; 43.46 m. from Nov. 1, 1881; .14 m. increase.	270
4,549	151	8 by 7, a. l.	6	42 75		8.1 m. from Feb. 14, 1881. In Oct., 1881.	271
4,556	151	14 by 7, f. f., a. l.	7	42 75		1.39 m. increase	272
4,524	150	no apt.	14	42 75		.49 m. decrease	273
4,450	148	no r. a.	6	42 75		From Feb. 10, 1882. In Apr., 1882.	274
4,467	148	8 by 7, f. f., a. l.	6	42 75		16.75 m. from Dec. 26, 1881.	275
4,387	144	no r. a.	7			13.75 m. from Aug. 16, 1881; 5.75 m. from Mar. 16, 1882.	276
4,333	144	no apt.; no r. a.	6			In Oct., 1881	277
4,272	142	11.10 by 9.3, f. f., a. l.	6	42 75		From Nov. 17, 1879. Not weighed on extension from Blue Earth City to Elmore, 8.94 m. In June 1881.	278
4,223	141	8 by 6.6, f. f., a. l.	6	42 75		8.94 m. from Sept. 1, 1881. In Apr. 1882.	279
3,418	140	in b. c.	18	42 75		Branch; main route (93) and (313).	280
4,116	136	no r. a.	6			From Dec. 20, 1880. In Feb., 1882.	281
4,087	136	no r. a.	6			40.87 m. from Sept. 1881; 50.68 m. from Nov. 10, 1881.	282
4,068	135	no r. a.	7			12.50 m. from July 11, 1881. curtailed to commence at Poncho Springs, July 1, 1882. 5.22 m. decrease.	283
4,029	134	18 by 9.1; no r. a.	6	42 75		4.34 m. decrease. Curtailed to commence at Yuma, n. o.	284
4,018	133	no r. a.	6	42 75		.29 m. increase	285
4,085	133	in b. c.	6	42 75		Branch; main line (221).	286
3,956	132	in b. c.	12*	42 75		In Apr., 1881	287
3,950	132	in b. c.	6	42 75		From Nov. 22, 1880. In Sept., 1881.	

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
289	Me ...	20		Farmington, Phillips.....	Sandy River Railroad.....	18.25	12
290	Mass ..	3060		Milford, Ashland	Providence and Worcester Railroad.....	11.93	21
291	Tex....	31014		Columbus, La Grange.....	Galveston, Harrisburgh and San Antonio Railway.....	31.61	15
292	Mo	28041		Pleasanton, Carbon Centre..	Kansas City, Fort Scott and Gulf Railroad.....	29.21	15
293	Pa.....	8070		Rockwood, Johnstown	Somerset and Cambria Railroad.....	45.37	19
294	Mass ..	3017		Lowell, Lawrence	Boston and Lowell Railroad Corporation.....	14.25	20
295	Iowa ..	27062		Mount Zion, Keosauqua.....	Chicago, Rock Island and Pacific Railway.....	5.02	15
296	Iowa ..	27071		Carroll City, Kirkman	Chicago and Northwestern Railway.....	34.99	17
297	Ind ...	22039		Fort Branch, Cynthiaana.....	Evansville and Terre Haute Railroad.....	14.70	
298	Mich ..	24033		Lenox, Pontiac.....	Michigan Air Line Railway...	36.83	23
299	Mich ..	24050		Buchanan, Berrien Springs..	Saint Joseph Valley Railroad.....	11.03	15
300	Tex....	31031		Dallas, Kaufman	Texas Trunk Railway	36.25	18
301	Nebr ..	34007		Coburn Junction (n. o.), Ponca.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.....	16.37	14
302	Cal ...	46035		Peters, Oakdale.....	Stockton and Copperopolis Railroad.....	19.13	13
303	Tex....	31014		Columbus, La Grange.....	Galveston, Harrisburgh and San Antonio Railway.....	31.61	23
304	Conn ..	5020		Turnerville, Colchester	Boston and New York Air Line Railroad.....	4.60	14
305	La	30004		Terre Bonne, Houma.....	Morgans' Louisiana and Texas Railroad and Steamship Co.....	15.85	18
306	Colo ...	38018		Malta, Red Cliff	Denver and Rio Grande Railway.....	27	15
307	Ohio ...	21065		Delphos, Kokomo	Toledo, Delphos and Burlington Railway.....	108.32	23
308	Me ...	21		Lewiston, South Auburn....	Grand Trunk Railway	5.85	22
309	Ga....	15033		Talbotton, Bostick	Talbotton Railroad	7.20	15
310	Tex....	31029		Beaumont, Woodville	Sabine and East Texas Railway.....	55.75	14
311	Iowa ..	27059		Menlo, Guthrie Centre.....	Chicago, Rock Island and Pacific Railway.....	14.78	15
312	N. Y. ...	6023		Golden's Bridge, Mahopac...	New York Central and Hudson River Railroad.....	7.50	25
313	N. Y. ...	6045		Stewart Junction (n. o.), Babylon.....	Long Island Railroad.....	20.50	35
314	Cal ...	46073		Wilmington, Los Angeles...	Southern Pacific Railroad	23.76	15½
315	Cal ...	46024		West Oakland, Berkeley	Central Pacific R. R. Co. (lessee Berkeley Branch Railroad).	5.73	23
316	Md ...	10015		Newtown Junction (n. o.), Pocomoke City.....	Peninsula Railroad	9.75	25
317	Dak ...	35004		Grand Forks, Larimore.....	Saint Paul, Minneapolis and Manitoba Railway.....	28.12	15
318	Dak ...	35008		Egan, Howard	Chicago, Milwaukee and Saint Paul Railway.....	46.43	13

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
3,976	132	in b. c.	12	42 75	.....	.88 m. decrease. In Apr., 1881.	289
3,923	130	in b. c.	12	42 75	.....	.09 m. decrease	290
3,871	129	in b. c.	6	42 75	.....		291
3,889	129	in b. c.	6	42 75	.....	24.97 m. from Oct. 16, 1880; 4.24 m. from Mar. 1, 1881. In Oct., 1881.	292
3,857	128	12 by 8, f. f., l. l.	6	.....	.....	35.85 m. from May 9, 1881; 35.90 m. from July 1, 1881. Between Somerset and Johnstown. In Dec., 1881.	293
3,827	127	in b. c.	21*	42 75	.....	1.17 m. increase. In Apr., 1881.	294
3,823	127	no r. a.	12	.....	.....	From Nov. 15, 1880. In Feb., 1881.	295
3,707	123	no r. a.	6	.....	.....	From Feb. 1, 1882. In Apr., 1882.	296
3,682	122	no apt.	12	.....	.....	From Dec. 1, 1881. In Mar., 1882.	297
3,627	120	no apt.; no r. a.	23	42 75	.....	10.28 m. from Jan. 1, 1881. In Apr., 1882.	298
3,498	116	no apt.; no r. a.	12	.....	.....	From Mar. 1, 1882. In Apr., 1882.	299
3,433	114	no apt.; no r. a.	6	.....	.....	From Sept. 26, 1881	300
3,405	113	no r. a.	6	42 75	.....	.13 m. decrease	301
3,309	110	no r. a.	6	42 75	.....	.13 m. increase. Formerly branch 46012.	302
3,354	111	in b. c.	6	.....	.....	From May 9, 1881. In Oct., 1881.	303
3,292	109	in b. c.	15*	42 75	.....	.41 m. increase. In Apr., 1881.	304
3,255	108	no apt.	7	42 75	.....	.52 m. increase	305
3,202	106	no r. a.	7	.....	.....	32 m. from Jan. 16, 1882, to Feb. 28, 1882; 27 m. from Mar. 1, 1882. Route curtailed to commence at Malta instead of Leadville.	306
3,209	106	5.3 by 5, f. f., s. l.	6	42 75	.....	26.95 m. from Aug. 10, 1881. In Aug., 1881.	307
3,122	104	in b. c.	12	42 75	.....	.44 m. increase. In Apr., 1881.	308
3,127	104	no apt.; no r. a.	14	42 75	.....	From May 23, 1881. In Oct., 1881.	309
3,089	102	7.6 by 6, f. f., s. l.	6	.....	.....	From Aug. 15, 1881	310
3,020	100	no r. a.	12	42 75	.....	From Aug. 16, 1880. In Feb., 1881.	311
2,856	95	in b. c.	12	42 75	.....	In April, 1881.	312
2,858	95	in b. c.	6	42 75	.....	Formerly part of route 6094. Branch; main route, \$—, (93), (286).	313
2,803	93	no r. a.	7	42 75	.....		314
2,750	92	no r. a.	7	42 75	.....	.12 m. decrease	315
2,760	92	in b. c.	12	42 75	.....	.05 m. increase. In April, 1881.	316
2,763	92	no r. a.	6	.....	.....	11.50 m. from April 1, 1881; 17.02 m. from March 1, 1882; .40 m. decrease. In May, 1882.	317
2,747	91	no r. a.	6	.....	.....	24.81 m. from July 1, 1881; 21.67 m. from Jan. 10, 1882; .05 m. decrease.	318

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
319	Iowa..	27068	.....	Newburg, State Centre	Grinnell and Montezuma Rail- road.	26.88	14
320	Mass ..	3059	.....	Milford, Bellingham	Providence and Worcester Railroad.	4.10	.....
321	Ill	23068	.....	Peoria, Farmington	Peoria and Farmington Rail- way.	24.85	12
322	Cal ...	46030	.....	Monterey, Castroville	Monterey Railroad	16.57	27
323	Ky ...	20026	.....	Shelbyville, Taylorsville ...	Louisville and Nashville Rail- road.	16.13	15
324	Utah ..	41005	.....	Salt Lake City, Stockton ...	Utah and Nevada Railway...	40.50	12
325	Dak ...	35003	.....	Breckenridge, Durbin	Saint Paul, Minneapolis and Manitoba Railway.	47.98	15
326	Cal ...	46021	.....	Santa Cruz, Pajaro	Santa Cruz Railroad	22.20	20
327	Minn ..	26038	.....	Minneapolis, Winthrop	Minneapolis and Saint Louis Railway.	71.10	11
328	N. M. .	39005	.....	El Paso, Deming	Central Pacific Railroad Co. (lesses Southern Pacific Railroad of New Mexico.)	88.72	.....
329	Tenn ..	19016	.....	Dickson, Graham	Nashville and Tuscaloosa Railroad.	21	.....
330	Minn ..	26030	.....	Luverne, Doon	Chicago, Saint Paul, Minne- apolis and Omaha Railway.	28.95	.....
331	Iowa..	27067	.....	Humeston, Grand River	Humeston and Shenandoah Railroad.	28.92	10
332	Ga ...	15032	.....	Suwanee, Lawrenceville ...	Lawrenceville Branch Railr'd.	9.9	15
333	Pa	8058	.....	Jeddo, Freeland	Lehigh Valley Railroad	3.24	25
334	Md ...	10021	.....	Edgemont, Chambersburgh ..	Western Maryland Railroad...	21.90	22
335	Iowa..	27054	.....	Atlantic, Griswold	Chicago, Rock Island and Pa- cific Railway.	14.88	15
336	Ga....	15024	.....	Columbus, Hood	Columbus and Rome Railroad.	32.70	15
337	Wis ...	25018	.....	Eland, Summit Lake	Milwaukee, Lake Shore and Western Railroad.	37.77	20
338	Ga ...	15035	.....	Roswell Junction (n. o.), Roswell.	Roswell Railroad	11	15
339	Cal ...	46033	.....	Black Diamond, Nortonville.	Black Diamond Coal Mining Co	6.26	15
340	Mass ..	3048	.....	Yarmouth Junction (n. o.), Hyannis.	Old Colony Railroad	3.86	21
341	Ills ...	23067	.....	Havana, Fairview	Fulton County Narrow-Gauge Railway.	29.69	12
342	Pa....	8063	....	Broad Ford, Mount Pleasant	Baltimore and Ohio Railroad..	10.45	15
343	Ark ...	29008	.....	Helena, Marianna	Iron Mountain and Helena Railroad.	27.15	13
344	Kans ..	33014	.....	Lawrence, Carbondale	Carbondale Branch of the Kansas Pacific Railway.	32.25	11
345	Pa	8083	.....	Bellefonte, Snow Shoe	Pennsylvania Railroad	22.25	12
346	Ark....	29006	.....	Brinkley, Cotton Plant	Cotton Plant Railway	11.09	10
347	La	30006	.....	Clinton, Port Hudson	Clinton and Port Hudson Rail- road, T. B. Lyons and D. W. Pipes, owners.	21.83	9

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
2,734	91	no r. a.	6			From Sept. 15, 1881. In April, 1882.	310
2,729	91	in b. c.	12	42.75		In April, 1881	320
2,713	90	no r. a.	12			From Dec. 20, 1881. In April, 1882.	321
2,680	89	no r. a.	7	42.75		7 m. decrease. Terminus changed from Salinas to Castroville. From July 1, 1882.	322
2,679	89	8.4 by 7.10, f. f., a. l.	12			From Mar. 1, 1881. In October, 1881.	323
2,669	88	no r. a.	6	42.75			324
2,619	87	17.10 by 8.9, f. f., a. l.	6			From April 1, 1881, .11 m. increase. In May, 1882.	325
2,607	87	no r. a.	7	42.75		.19 m. decrease	326
2,594	86	7.4 by 7, f. f., a. l.	6			From Feb. 1, 1882. In April, 1882.	327
2,567	85		7			From Aug. 15, 1881, .07 m. decrease.	328
2,505	83	no apt.	6			In March, 1882	329
2,436	81	no r. a. apt.	6			From Nov. 17, 1879. In October, 1881.	330
2,298	76	no r. a.	6			18.51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882.	331
2,279	75	in b. c.	6			In October, 1881.	332
2,183	73	in b. c.	12			From July 1, 1881.	333
2,205	73	in b. c.	12			14.25 m. from Sept. 2, 1881; Wayneborough to Chambersburg. In Apr., 1882.	334
2,165	72	no r. a.	12			9.34 m. from March 10, 1880; 5.54 m. from October 18, 1880. In February, 1881.	335
2,166	72	in b. c.	6	42.75		7.6 m. from June 16, 1880. In Aug., 1881.	336
2,152	71	no r. a.	6			11.18 m. from April 20, 1881; 9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch. Main route and branch not weighed. In Apr., 1882.	337
1,987	66	no apt.	6			In March, 1882	338
1,986	65	no r. a.	15.57*			From May 10, 1881	339
1,955	65	in b. c.	12			Part of route 3041. In April, 1881.	340
1,904	65	in b. c.	6			From Nov. 1, 1880. In February, 1881.	341
1,935	64	in b. c.	6	42.75		1.06 m. increase. In April, 1882. Branch; (170) main route not weighed.	342
1,900	63	no apt.; no r. a.	6			In October, 1881.	343
1,881	62	13.1 by 8.11; no r. a.	6	42.75		.48 m. decrease. In Apr., 1882.	344
1,881	62	in b. c.	12			From Aug. 15, 1881. In Mar. and Apr., 1882, 30 days.	345
1,878	62	no apt.; no r. a.	6	42.75		.03 m. increase.	346
1,888	62	no apt.	6	42.75		.93 m. increase.	347

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
348	Ind . . .	22031	.....	Attica, Yeddo.....	Chicago and Block Coal Railroad.	21.32	.....
349	Mass . . .	3038	.....	Atlantic, West Quincy.....	Old Colony Railroad.....	3.66	18
350	Pa	8079	.....	Wilkes Barre, Scranton.....	Central Railroad of New Jersey	19.85	25
351	Miss . . .	18011	.....	Greenville, Arcola.....	Greenville, Columbus and Birmingham Railroad.	22.38	12
352	Utah . . .	41004	.....	Sandy, Bingham Canyon.....	Denver and Rio Grande Western Railway.	17.42	12
353	Mich . . .	24046	.....	Mears, Hart.....	Chicago and West Michigan Railroad.	3.91	10
354	Iowa . . .	27064	.....	Fort Madison, West Point.....	Fort Madison and Northwestern Railway.	11.74	15
355	Pa	8071	.....	Mercoersburgh Junction (n. o.), Mercoersburgh.	Cumberland Valley Railroad.	2.58	24
356	N. Y. . . .	6020	.....	Thirtieth Street, New York City, Spuyten Duyvil.	New York Central and Hudson River Railroad.	10	25
357	Mass . . .	3006	.....	Franklin, Valley Falls.....	New York and New England Railroad.	14.4	14
358	Pa	8026	.....	Strasburgh, Leaman Place..	Strasburgh Railroad, Isaac Phenegar, lessee.	5.40	20
359	Wash . . .	43002	.....	Seattle, New Castle.....	Seattle and Walla Walla Railroad.	20.28	12
360	Cal	46020	.....	Los Angeles, Santa Monica.	Los Angeles and Independence Railroad.	19.50	18
361	Miss . . .	18006	.....	Grand Gulf, Port Gibson....	Grand Gulf and Port Gibson Railroad.	7.81	20
362	Mass . . .	3010	.....	Wakefield, Peabody.....	Eastern Railroad.....	8.02	20
363	Minn . . .	28036	.....	Junction, Cloquet.....	Saint Paul and Duluth Railroad.	6.08	.....
364	Utah . . .	41009	.....	Provo City, Scofield.....	Denver and Rio Grande Western Railway.	59.30	10
365	Wis	25036	.....	Janesville, Beloit.....	Chicago, Milwaukee and Saint Paul Railway.	15.96	22½
366	Utah . . .	41006	.....	Sandy, Alta.....	Denver and Rio Grande Western Railway.	16.97	5
367	Texas . . .	31018	.....	Brownsville, Isabel.....	Rio Grande Railroad.....	23.24	20
368	Ala	17018	.....	Boyd's Switch, Menlo.....	Belmont Coal and Railroad.....	7.11	.....
369	Cal	46036	.....	San Anselmo (n. o.), Saucelito	North Pacific Coast Railroad.	11.22	16
370	Cal	46027	.....	Fulton, Guerneville.....	San Francisco and North Pacific Railroad.	16.09	12
371	N. J . . .	7005	.....	Jamesburgh, South Amboy..	Pennsylvania Railroad.....	14.20	26
372	N. Y. . . .	6100	.....	Valley Stream, Oceanus.....	Long Island Railroad.....	8.50	23
373	N. Mex . .	39003	.....	New Albuquerque, Winslow	Atlantic and Pacific Railroad.	288.02	18
374	Cal	46038	46014*	Huron, Goshen (n. o.).....	Southern Pacific Railroad....	40.10	.....
375	Pa	8130	.....	Daguscabonda, Dagus Mines	Northwestern Mining and Exchange Company.	6.01	12
376	Mass . . .	3013	.....	Georgetown, Haverhill.....	Boston and Maine Railroad...	7.76	17
377	La	30007	.....	Bayou Sara, Woodville.....	West Feliciana Railroad.....	26.21	12½
378	Texas . . .	31020	.....	Houston, Patterson's Station	Texas Western Railway.....	41	12
379	Dak	35009	.....	Millbank, Wilmot.....	Chicago, Milwaukee and Saint Paul Railway.	17.03	14½
380	Texas . . .	31008	.....	Houston, Columbia.....	International and Great Northern Railroad.	51.25	7
381	La	30005	.....	Port Allen, Musson.....	Baton Rouge, Grosse Tete and Opelousas Railroad.	22.08	12
382	Miss . . .	18012	.....	Vicksburgh, Natchezhaw...	Mississippi Valley and Ship Island Railroad.	20	15

* Part; old.

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
1,846	61	no apt	6	42 75		6.99 m. from July 1, 1881. In Feb., 1882, 49 m. increase. Branch; main route (53). 1 Apr., 1881.	348
1,827	60	in b. c.	12	42 75		From May 18, 1881 ..	349
1,786	59	in b. c.	6	42 75		In Oct., 1881	350
1,772	59	in b. c.	6	42 75		5.08 m. decrease	351
1,702	56	no r. a.	7	42 75		From Jan. 1, 1881. In Sept., 1881.	352
1,647	55	in b. c.	6	42 75		From Jan. 20, 1881. In Sept., 1881.	353
1,629	54	in b. c.	6	42 75		In Apr., 1881. Branch; main route (254).	354
1,576	52	in b. c.	6	42 75		In Apr., 1881. Service discontinued June 30, 1881.	355
1,536	51	in b. c.	18	42 75		From May 2, 1881. In Dec., 1881.	356
1,543	51	in b. c.	9.68*	42 75		.15 m. increase. In Apr., 1881.	357
1,350	45	in b. c.	6	42 75		2.7 m. increase	358
1,296	43	no r. a.	6	42 75		In Dec., 1881	359
1,266	42	no r. a.	7	42 75		1.06 m. decrease. In Apr., 1881.	360
1,235	41	in b. c.	6	42 75		From Apr. 1, 1881	361
1,270	41	in b. c.	6	42 75		From Nov. 1, 1881	362
1,224	40	no r. a.	6	42 75		From Mar. 10, 1881. In Apr., 1882.	363
1,150	38	no r. a.	6	42 75		.19 m. increase	364
873	29	no r. a.	6	42 75		4.80 m. decrease	365
782	26	no r. a.	7	42 75		In Oct., 1881	366
826	17	no apt	7	42 75		Formerly branch 46016.	367
374	12	no apt; no r. a.	12	25 65			368
356	11	no r. a.	6	42 75			369
1,909	63	no r. a.	6	88 48			370
11,919	307	s. l.	10.10*	38 47½		Branch; main route (120) (197), \$67.54½. .75 m. decrease. In Apr., 1881.	371
4,453	74	in b. c.	12	38 47½		Combined weighings Apr. and Aug., 1881.	372
5,554	185	14 by 9.1, f. f., s. l.; no r. a.	6	34 20		151.20 m. from Mar. 24, 1881; 138.82 m. from Dec. 10, 1881, 2 m. decrease.	373
2,532	84	no r. a.	7	34 20		Formerly part route 46014.	374
1,722	57	in b. c.	6	34 20		In Jan., 1882	375
813	27	in b. c.	12	34 20		In Apr., 1881, .31 m. increase.	376
1,781	59	in b. c.	3	29 93		2.12 m. decrease	377
963	82	no apt	6	29 92		From Aug. 16, 1881.	378
581	19	no r. a.	3	29 92		.06 m. increase.	379
4,764	158	no apt	3	27 36		.50 m. increase	380
676	22	no apt	3	25 65		6 trips in winter	381
269	8	no apt., no r. a.	3	17 10		In Oct., 1881	382

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July, 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles; r. a., route agent. A number followed by an asterisk (*) shows the equivalent in round trips.

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches. r. p. o., 60 by 8.7 1/2; 51; 56.3 by 8.7 1/2; 21; 40 by 8.7 1/2; 1 l.; apt., 14.2 by — 2 1/2 l. to Trenton, 57 m.; 1 1/2 l. residue.		Dolla.
1	N. J.	7004	.....	New York, Philadelphia.	Pennsylvania Railroad.	89.54	118,350	33		107.48*	1881 68
2	N. Y.	6011	.....	New York, Buffalo.	N. Y. C. & H. R. R.	442	84,498	35	49.5 by 9 1/2 l. to Syracuse, 289.5 m.; 49.5 by 9 1/2 l.; 60 by 9 1/2 l.; 50 by 9 1/2 l. residue, 152.5 m.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m.	46.52	1020 02
3	Pa.	8001	.....	Philadelphia, Pittsburgh.	Pennsylvania Railroad.	353	82,227	30	r. p. o., 60 by 8.7 1/2; 41; 40 by 8.7 1/2 l.; r. a. apt., 15.6 by 9 1/2 l. to Harrisburgh.	38.64*	906 08
4	N. Y.	6052	.....	Buffalo, Elyria.	L. S. & M. S. Railway.	209.26	77,503	...	r. p. o., 60 by 9 1/2 l.; 50 by 9 1/2 l.; 49.5 by 9 1/2 l. to Cleveland, 183.76 m.; 17.5 by 9 1/2 l. to Elyria, 25.5 m.; 40 by 9 1/2 l. additional, from March 8, 1882.	19.36*	945 63
5	N. Y.	6052	.....	Millbury, Toledo.	L. S. & M. S. Railway.	8	72,254	...	r. p. o., 60 by 9 1/2 l.; 50 by 9 1/2 l.; 49.5 by 9 1/2 l.; 17.5 by 9 1/2 l.; 40 by 9 1/2 l.	19.36*	889 20
5a	Conn.	5005	.....	New York, Springfield.	New York, New Haven and Hartford Railroad.	135.59	52,103	28	r. p. o., 55 by 8.8, 21; 54.6 by 8.8, 11; adjuncts, 44 by 8.6 1/2 l.; 34.8 by 8.6 1/2 l.; 15.6 by 6.6, 1 l. to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 11; 44 by 8.8, 1 l.; 34.8 by 8.6, 1 l. to Springfield, 62.36 m.	61.5*	673 74
6	Ohio	21007	.....	Elyria, Millbury.	L. S. & M. S. Railway.	74.86	56,853	...	r. p. o., 60 by 9 1/2 l.; 50 by 9 1/2 l.; 49.5 by 9 1/2 l.; 17.5 by 9 1/2 l.	16.50*	725 04
7	N. Y.	6052	.....	Elkhart, Chicago.	L. S. & M. S. Railway.	101.02	55,866	...	r. p. o., 60 by 9 1/2 l.; 50 by 9 1/2 l.; 49.5 by 9 1/2 l.; 36 by 9 1/2 l.	19.36*	713 93
8	Mass.	3025	.....	Boston, Albany.	Boston & Albany Railroad.	202.06	38,986	26	r. p. o., 55 by 8.8, 11; 54.6 by 8.8, 1 l. to Springfield, 98.63 m.; average, 27.11 by 8.6, 2 l. through apt., 15 by 6, 21.21 m.	45.11*	533 52

and Territories in which the contract term expired June 30, 1881; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; a. l., single line; d. l., double line; m. The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
375 00	1,221 80	355 00	123,715 62	33,577 50	109,962 00	31,950 00	Oct. 31, '81	60 days in February and March, 1882; .46 m. decrease.	1
320 00	903 74	300 00	450,848 84	135,340 00	399,453 08	127,672 50	Jan. 9, '82	152.5 m., r. p. o., at \$280 per m.; formerly 164.25 m., r. p. o., at \$270 per m.; 60 days in February and March, 1882.	2
225 00	867 83	225 00	351,616 24	79,425 00	306,864 68	79,425 00	Oct. 31, '81	60 days in February and March, 1882.	3
280 00	861 84	270 00	197,682 53	59,501 11	181,158 76	56,890 46	Jan. 9, '82	25.5 m., r. p. o., at \$290.62, and \$25 additional from March 9, 1882; formerly 25.7 m., r. p. o., at \$275.31; 60 days in February and March, 1882.	4
315 00	796 86	280 62	7,113 60	2,524 96	6,773 31	2,385 27	Jan. 9, '82	\$25 additional for r. p. o. from March 9, 1882; 60 days in February and March, 1882.	5
199 08	713 93	199 08	91,352 40	25,773 54	96,801 76	25,773 54	Nov. 6, '81	r. p. o. on 62.36 m., at \$125.45; in December, 1881.	5a
210 31	520 70	140 31	54,276 49	15,743 80	38,979 60	10,503 60	Jan. 9, '82	60 days in February and March, 1882.	6
302 50	666 05	292 50	72,121 20	30,558 55	67,271 05	29,542 50	Jan. 9, '82	60 days in February and March, 1882.	7
135 00	420 66	135 00	107,803 05	16,935 10	84,998 55	16,935 10	Nov. 6, '81	In December, 1881.....	8

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
9	N. Y.	6052	.....	Toledo, Elkhart	L. S. & M. S. Rail-way.	142.70	32,125	...	r. p. o., 60 by 9, 1 l.; 50 by 9, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.; 36 by 9, 1 l.	19.36*	460 85
10	Neb.	34001	.....	Union Pacific Transfer to Ogden City.	Union Pacific Rail-way.	1034.08	29,665	...	r. p. o., 60 by 9, 1 l.; 51 by 9.3, 1 l., to Julesburgh, 371 m.	9.7*	434 34
11	Ohio	21045	.....	Toledo, Elkhart	L. S. & M. S. Rail-way.	134.35	26,583	...	r. p. o., 60 by 9, 3 l.; 50 by 9, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.	13	401 00
12	Colo.	46001	.....	San Francisco, Ogden City.	Central Pacific Rail-road.	834.03	22,818	20	r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, s. l.; 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ additional, to Port Costa; apt., 17 by 9, to Sacramento.	8.9*	360 81
13	Ohio	21002	.....	Pittsburgh, Chicago.	Pennsylvania Com-pany.	468.2	22,405	28	r. p. o., 50 by 8.4, 1 l.; apt., 24 by 8.4, f. f. s. l., between Crest-line and Chicago, 281 m.	33.85*	356 54
14	Md..	10003	.....	Baltimore, Wheeling.	B. & O. R. R.	394.03	17,392	29	r. p. o., 51.5 by 8.9, 2 l.; to Grafton 293.75 m., 1 l. thence to Bell-air, 96.35 m.; apt., 17 by 7.6 (average), s. l. Harper's Ferry to Martinsburgh, 19 m., and Grafton to Benwood Junction, 95.25 m., d. l. residue, 4.19 m.	27.47*	302 67
15	N. Y.	6052	.....	Elyria, Millbury	L. S. & M. S. R. W.	79.30	15,934	...	r. p. o., 60 by 9, $\frac{1}{2}$ l.; 17.5 by 9, $\frac{1}{2}$ l.; 40 by 9, 1 l.	19.36*	287 28
16	W. V.	12002	.....	Grafton, Parkersburgh.	B. & O. R. R.	104.05	15,293	26	r. p. o., 51.5 by 8.9, 1 l.; apt., 21 by —, 1 l.	23.50*	280 44
16a	Conn	5004	.....	New Haven, New London.	N. Y., N. H. & H. R. R.	51.71	10,336	27	r. p. o., 55 by 8.8, 1 l.; adj., 13.9 by 6.3 $\frac{1}{2}$, 2 l.	31.00*	227 43
17	N. Y.	6001	.....	New York, Dunkirk.	N. Y., L. E. & W. R. R.	459.53	10,088	34	r. p. o., 49.5 by 9.5, 2 l.; to Hornellsville, 332 m., s. l. residue.	25.96*	224 87
18	R. I.	4002	.....	Providence, Groton.	N. Y., P. & B. R. R.	62.10	9,889	28	r. p. o., 55 by 8.8, 1 l.; r. a. apt., 15.8 $\frac{1}{2}$ by 8.9 (average), f. f., d. l.	32.33*	223 16
19	Mass	3035	.....	Boston, Providence.	B. & P. R. R.	44.19	8,622	28	r. p. o., 55 by 8.8, 1 l.; apt., 15 by 6.4, f. f., 2 l.	52.45*	209 48
20	Mass	3021	.....	Boston, Greenfield.	F. R. R.	105.71	8,348	26	r. p. o., 30 by 8.4 $\frac{1}{2}$, 1 l.; r. a. apt., 16.3 by 7.8, 2 l.; 24 by 6.10 (average), 1 l.; 49.60 m., 9 by 6, 1 l.; 36.07 m.	37.55*	206 06
21	Mass	3034	.....	Boston, Willimantic.	N. Y. & N. E. R. R.	85.08	8,308	27	r. a. apt., 15.2 by 8.6 (average), f. f., 3 l.	28.60*	206 06
22	N. Y.	6106	.....	Albany, Troy ..	N. Y. C. & H. R. R. R.	7.37	8,289	25	In b. c.	75.00*	206 06

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
112 50	371 07	132 50	65, 763 29	16, 053 75	53, 063 01	18, 947 50	Jan. 9, '82	60 days in February and March, 1882.	9
75 00	382 19	75 00	449, 142 30	61, 064 50	395, 643 08	61, 035 00	July 1, '82	664.20 m., r. p. o., at \$50; same formerly; 40 feet cars authorized to Julesburgh, .39 m. decrease.	10
190 00	431 78	160 00	53, 874 35	25, 526 50	58, 009 64	21, 496 00	Jan. 9, '82	60 days in February and March, 1882.	11
75 00	329 18	75 00	300, 926 36	42, 505 75	274, 615 12	42, 516 25	July 1, '82	r. p. o. on 801.86 m. at \$50; .21 m. decrease; 40 feet cars authorized on additional line to Port Costa.	12
25 00	256 43	25 00	166, 932 02	11, 705 00	134, 106 52	11, 705 00	Jan. 8, '82	60 days in February and March, 1882; 40 feet cars authorized.	13
80 00	288 99	80 00	119, 342 78	27, 354 40	113, 909 32	27, 354 40	Jan. 8, '82	96.36 m., r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882.	14
105 31	409 55	135 00	22, 781 30	8, 351 08	32, 477 31	10, 705 50	Jan. 9, '82	\$25 additional for r. p. o. from Mar. 9, 1882. 60 days in Feb. and Mar., 1882.	15
40 00	253 94	40 00	29, 305 98	4, 180 00	26, 536 78	4, 180 00	Jan. 8, '82	60 days in Feb. and Mar., 1882.	16
74 00	306 09	74 00	11, 760 40	3, 826 54	15, 827 19	3, 826 54	Nov. 6, '81	In Dec., 1881	16a
80 00	215 46	80 00	103, 339 00	31, 640 00	99, 014 64	31, 640 00	Jan. 8, '82	127.55 m. r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882.	17
50 00	305 24	50 00	13, 858 23	3, 105 00	19, 098 86	3, 128 50	Nov. 6, '81	.47 m. decrease. In Dec., 1881.	18
77 00	219 56	77 00	9, 256 92	3, 402 63	12, 884 03	3, 402 63	Nov. 6, '81	In Dec., 1881	19
18 75	266 76	18 75	21, 782 60	1, 982 06	28, 199 19	1, 982 06	Nov. 6, '81	In Dec., 1881	20
.....	190 67	.....	17, 679 94	.....	16, 359 48	.....	Nov. 6, '81	In Dec., 1881	21
.....	159 89	.....	1, 518 66	.....	1, 178 38	.....	July 1, '81	In Apr., 1881	22

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
23	N.Y.	6067	.....	Troy, North Adams.	T. & B. R. R.	48.46	9, 073	28	r. p. o., 30 by 8.6, 11.; apt., 16.3 by 7.8½ (average), 21.	30.18*	203 75
24	Tex.	31610	.....	Marshall, Tex. arkana.	T. & P. R. W.	72.26	7, 905	18	24.9 by 9.1½, f. f., d. l.	14.00	201 78
25	N.H.	1001	.....	Concord, Nashua.	C. R. R.	36.28	7, 806	...	r. p. o., 41.9 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m.	33.00*	200 93
26	Mass.	3022	.....	Greenfield, North Adams.	F. R. R.	37.12	7, 259	28	r. p. o., 30 by 8.44, 11.; 16.3 by 7.8½, f. f., 21.	21.00*	194 94
27	Mass.	3038	.....	Boston, South Braintree.	O. C. R. R.	11.36	6, 831	22	r. p. o., 20.6 by 9.2, f. f., a. l.; apt., 10 by 6.8, f. f., a. l.	110.87*	189 81
28	N.Y.	6012	.....	Troy, Schenectady.	N. Y. C. & H. R. R. R.	22.00	6, 412	25	Nor. a.	24.50*	185 54
29	Kans.	33001	.....	Kansas City, Denver.	U. P. R. W.	635.05	5, 804	30	r. p. o., 24 by 9.4, 2 l.; to Ellis, 302 m., 1 l. residue.	14.00	179 55
30	Miss.	18001	.....	Canton, Cairo ..	C., St. L. & N. O. R. R.	344.27	5, 134	25	r. p. o., 45.2 by 9.4, f. f. c., a. l.	14.00	171 86
31	Ga.	15009	.....	Savannah, Jacksonville.	S., F. & W. Rwy.	172.75	4, 843	26	r. p. o., 41.8 by 9.2, 1 l.; 17.3 by 9.2, 1 l.	14.00	168 44
32	La.	30001	.....	New Orleans, Canton.	C., St. L. & N. O. R. R.	206.58	4, 519	25	r. p. o., 45.2 by 9.4, f. f. c., a. l.	14.00	163 31
33	Vt.	2002	.....	Windsor, Essex Junction.	C. V. R. R.	110.13	4, 394	25	r. p. o., 42 by 9.1 l.; 41.6 by 8.8, 1 l., 96 m.; r. a. apt., 23.6 by 6.7 (average), f. f., d. l., 14.13 m.	13.79	161 60
34	Ill.	23054	.....	Chicago, La. mark Junction (n. o.)	C., M. & St. P. R. W.	116.50	4, 161	25	r. p. o., 35.5 by 9.5 (average), 22 by 9.3, f. f., d. l.	12.00	159 03
35	N.Y.	6008	.....	Buffalo, Hornellsville.	N. Y. L. E. & W. R. R.	92.72	4, 134	33	r. a. apt., 12 by 10, f. f., d. l., to Attica, 31.50 m., a. l. residue.	25.08*	158 18
36	Tex.	31003	.....	Houston, Denison.	H. & T. C. R. R.	337.64	4, 125	20	18.8 by 8., f. f., a. l.	13.00	158 18
36a	N.Y.	6013	.....	Syracuse, Rochester.	N. Y. C. & H. R. R. R.	104.00	4, 046	25	r. p. o., 49.5 by 9, 1 l.; apt., 18 by 9, 1 l.	26.48*	157 32
37	Colo.	38006	.....	La Junta, Deming.	A., T. & S. F. R. R.	578.71	3, 854	25	21 by 9.4, f. f., a. l.	7.00	153 90
38	Tex.	31006	....	Longview, Houston.	L. & G. N. R. R.	236.23	3, 650	17	17.11 by 9, f. f., a. l.	12.08*	151 34
39	Vt.	2001	.....	Burlington, Rouse's Point.	C. V. R. R.	57.10	3, 516	25	r. p. o., 49 by 9, 1 l.; 41.6 by 8.8, 1 l., 24.50 m.; apt., 24 by 6.10 (average), f. f., d. l., 8.50 m.; 14 by 6.6, f. f., a. l., 24.10 m.	20.32*	149 63
40	N.Y.	6018	.....	Rochester, Niagara Falls.	N. Y. C. & H. R. R. R.	76	3, 495	35	r. a. apt., 20.9 by 8.7, 1 l.	25	148 77
41	N.Y.	6109	.....	New Rochelle, Harlem River.	N. Y. N. H. & H. R. R.	11.87	3, 475	24	in b. c.	14.40*	148 77
42	Cal.	46010	.....	Lathrop, Goheen (n. o.)	Gen. Pac. R. R.	146.35	3, 305	23	r. p. o., 55 1½ by 9.5½, f. f., a. l.	9.35*	146 21
43	Cal.	46032	.....	Port Costa, Lathrop.	Gen. Pac. R. R. Co. (see San Pablo R. R.).	62.23	3, 220	28½	r. p. o., 55 1½ by 9.5½, a. l.	14.07*	145 35

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
18 75	271 89	18 75	9, 873 72	908 62	13, 594 50	937 50	Nov. 6, '81	1.54 m. decrease. In Dec., 1881.	23
-----	100 89	-----	14, 580 62	-----	7, 532 44	-----	July 1, '82	2.40 m. decrease.	24
40 00	181 13	40 00	7, 289 74	1, 451 20	6, 571 39	1, 451 20	July 1, '81	In Apr., 1881.	25
18 75	256 50	18 75	7, 236 17	696 00	9, 521 28	696 00	Nov. 6, '81	In Dec., 1881.	26
12 50	123 97	-----	2, 156 24	142 00	4, 620 36	-----	July 1, '81	25.91 m. covered by route 3046. In Apr., 1881.	27
-----	101 74	-----	4, 081 88	-----	2, 238 39	-----	July 1, '81	In Apr., 1881.	28
25 00	170 15	25 00	114, 023 22	11, 713 12	108, 913 01	11, 772 50	July 1, '82	333.05 m. r. p. o., at \$1,250. Formerly 338.40 m. r. p. o., at \$12.50—5.05 m. decrease.	29
25 00	149 63	25 00	59, 166 24	8, 606 75	51, 513 12	8, 606 75	July 1, '82	In Apr., 1882.	30
35 62	135 95	35 62	29, 098 01	6, 153 35	23, 226 29	6, 153 35	Feb. 15, '82	Formerly 75.75 m., at \$132.53. In Feb., 1882.	31
25 00	136 80	25 00	33, 736 57	5, 164 50	28, 239 62	5, 160 75	July 1, '82	.15 m. increase.	32
50 00	141 07	50 00	17, 797 00	4, 800 00	15, 711 52	4, 800 00	July 1, '81	1. 24 m. decrease. In Apr., 1881, r. p. o. cars on 96 m. only	33
-----	43 61	-----	18, 526 99	-----	3, 874 74	-----	Apr. 1, '82	27.65 m. from May 20, 1881. In Apr., 1882.	34
-----	153 05	-----	14, 666 44	-----	13, 927 55	-----	Jan. 8, '82	1.72 m. increase. 60 days in Feb. and Mar., 1882.	35
-----	129 96	-----	53, 407 89	-----	43, 855 00	-----	July 1, '82	.19 m. increase.	36
40 00	147 06	30 00	16, 361 28	4, 160 00	15, 294 24	3, 120 00	Jan. 9, '82	60 days in Feb. and Mar., 1882.	36a
-----	123 38	-----	89, 063 46	-----	75, 333 56	-----	July 1, '82	.91 m. increase.	37
-----	141 08	-----	35, 751 04	-----	33, 506 50	-----	July 1, '82	1.27 m. decrease.	38
50 00	123 12	50 00	8, 543 87	1, 225 00	7, 036 31	1, 225 00	July 1, '81	r. p. o. on 24.50 m. only—.05 m. decrease. In Apr., 1881.	39
-----	140 22	-----	11, 306 52	-----	10, 656 72	-----	July 1, '81	-----	40
-----	-----	-----	-----	-----	-----	-----	June 1, '81	New. In Dec., 1881.	41
25 00	144 54	25 00	21, 797 83	3, 658 75	21, 146 20	3, 657 50	July 1, '81	.05 m. increase.	42
25 00	139 37	25 00	9, 045 13	1, 555 75	8, 664 63	1, 554 25	July 1, '82	.06 m. increase. 40 feet cars authorized.	43

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.	Feet and inches.		Dolls.
44	Pa ..	8010	.....	Eatonton, Warverly.	Lehigh V'y R. R.	205.57	3,029 25	22 by 9.6, 3 l. to Manch Chunk, 45.5 m.; 2 l. thence to Penn Haven Junction, 7.5 m.; 1 l. thence residue, 152.57 m.	23.38*	142 79
45	Colo.	38019	.....	South Pueblo, Leadville.	Denver & R. G'nde R. W.	158.92	2,850 23	35.9 by 7.8, f. f., s. l.	14.5*	140 22
46	Vt ..	2018	.....	North Bennington, State Line.	B. & R. R. R.	1.99	2,805 15	16 by 6.11, f. f., s. l.	24	139 37
47	Utah	41003	.....	Ogden City, Butte City.	Union Pac. R. W.	417.27	2,740 16	40 by 7.5, f. f., s. l.	7	138 51
48	Ariz.	40001	.....	Yuma, Deming.	C. P. R. R. Co. (lessee Soth. Pac. R. R. of Arizona).	467.02	2,710 22	55.1½ by 9.5, s. l.	7	137 66
49	Conn	5014	.....	New Haven, Willimantic.	Bos. & N. Y. Air L. R. R.	54.62	2,684 25	r. a. apt. 13.6 by 6.11, f. f., 1 l.	10.41*	137 66
50	Kans	33003	.....	Atchison, Waverly.	Mo. Pac. R. W.	100.40	2,647 20	29.2 by 9.4, f. f., s. l.	7	136 50
51	Tex.	31007	.....	Palestine, San Antonio.	Int. & Gt. Nor. R. R.	263.82	2,554 19	22.1 by 9.1, f. f., s. l.	11.51	135 95
52	Vt ..	2015	.....	Rutland, Bennington.	B. & R. R. R.	57.60	2,537 23	16 by 6.11, f. f., s. l.	18.25*	135 09
53	Ky ..	20020	.....	Cincinnati, Chattanooga.	C. N. Or. & Tex. Pac. R. W.	337.50	2,476 27	22 by 9.3, f. f., s. l.	16.02*	134 24
54	N. H.	1005	.....	Concord, Wells River.	Bos. Con. & Mont. R. R.	94.01	2,450 27	r. p. o., 17 by 6.9, f. f., 1 l.; apt. 6.7 by 6.3, 1 l., 51.34 m.	27*	134 24
55	Colo.	38006	.....	La Junta, Deming.	Atch. Top. & Santa Fé R. R.	587.80	2,973 30	13.3 by 9.1, f. f., s. l.	7	133 38
56	Conn	5007	.....	Hopewell Junction, Providence.	N. Y. & N. E. R. R.	187.58	2,331 25	16.2 by 8.10½ (av.), 1 l., 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 58.5 m.	17.50*	132 53
57	Kans	33022	.....	Greenleaf, Concordia.	M. Pac. R. W. (Gen. Br. Div.)	42.05	2,235 22	29.2 by 9.4, f. f., s. l.	7	130 82
58	Colo.	38001	.....	Denver, El Moro.	D. & Rio G. R. W.	206.90	2,233 23	35.9 by 7.8; 19 by 7.4, f. f., s. l. to Cucharas, 169.30 m.; no r. a. residue.	15*	130 82
59	Tex.	31007	.....	Palestine, Laredo.	Int. & Gt. Nor. R. R.	414.54	2,143 16	(av.), 17.11 by 9 f. f., s. l.	11.4*	129 96
60	Colo.	38017	.....	Julesburg, La Salle Station (n. o.).	Col. Cent'l R. R.	151.16	1,983 ...	r. p. o., 40.8 by 9.3, 1 l.	7	127 40
61	Kans	33006	.....	Olathe, Ottawa.	Kans. C'y, L. & S'n Kan. R. R.	34.66	1,904 21	21.2 by 9.1, f. f., s. l.	6	123 98
62	Tex.	31012	.....	Houston, Orange.	Tex. & N. O. R. R.	106.24	1,876 20	13.10 by 8.10, f. f., s. l.	7	122 27
63	La ..	30010	Vermillionville, Orange.	La. West. R. R.	113.15	1,751 20	13.10 by 8, f. f., s. l.	7	117 14

ADJUSTMENT OF PAY OF RAILROADS.

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States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	132 52	.....	29,353 34	.....	28,285 96	.....	July 1, '81	17.2 m. formerly at \$151.93. Late route 8075. In April, 1881.	44
.....	129 96	.....	22,283 76	.....	21,248 46	.....	July 1, '82	4.58 m. decrease. Formerly branch of route 38001.	45
.....	117 90	.....	277 34	.....	513 07	.....	July 1, '81	.14 m. increase. In Apr., 1881.	46
.....	100 89	.....	57,796 06	.....	8,065 14	.....	July 1, '82	192.61 m. from Jan. 1, 1880; 30.32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882. .95 m. increase.	47
.....	.....	.....	.....	.....	.....	.....	Nov. 18, '81	248.52 m. from Sept. 20, 1880. New. 218.50 m. from Nov. 18, 1881.	48
.....	139 37	.....	7,518 98	.....	7,545 49	.....	Nov. 6, '81	.48 m. increase. In Dec., 1881.	49
.....	112 86	.....	13,734 72	.....	11,342 43	.....	July 1, '82	.10 m. decrease	50
.....	82 94	.....	36,138 22	.....	15,255 15	.....	Oct. 1, '81	49.25 m. from Dec. 27, 1880; 32.64 m. from Dec. 27, 1881. In Oct., 1881.	51
.....	107 10	.....	7,781 18	.....	6,168 96	.....	July 1, '81	In Apr., 1881	52
.....	73 53	.....	45,306 00	.....	24,816 37	.....	Apr. 1, '82	In Apr., 1882	53
9 37	131 41	.....	12,619 90	880 87	11,923 75	.....	July 1, '81	43.01 m. formerly at \$121.41. Combined weighing for May and August, 1881.	54
.....	76 10	.....	78,400 76	.....	16,463 46	.....	June 1, '81	73.71 m. from Apr. 1, '80; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In Dec., 1881.	55
.....	.....	.....	.....	.....	.....	.....	Oct. 1, '81	163.7 m. from Nov. 6, '81; 23.88 m. pay not fixed. In Dec., 1881.	56
.....	101 75	.....	5,500 98	.....	4,270 44	.....	July 1, '82	.08 m. increase	57
.....	117 99	.....	27,065 65	.....	24,682 50	.....	July 1, '82	2.30 m. decrease	58
.....	135 95	.....	53,873 61	.....	13,255 15	.....	July 1, '82	153.18 m. from Feb. 1, 1882.	59
25 00	.....	.....	.....	.....	.....	.....	Jan. 2, '82	New. .36 m. increase	60
.....	117 99	.....	4,297 14	.....	4,054 14	.....	July 1, '82	.30 m. increase	61
.....	93 20	.....	12,989 96	.....	9,901 56	.....	July 1, '82	.....	62
.....	88 07	.....	13,254 39	.....	9,905 12	.....	July 1, '82	.....	63

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
64	Kans.	33008	.....	Kansas City, Joplin.	Kans. C'y. Ft. S. & G't R.R.	178.05	1,743 21		18.1 by 8.9, f. f., s. l.	9.3*	117 14
65	Nev.	45001	.....	Virginia City, Reno.	Va. & Tr. R. R.	52.61	1,736 ...		18 by 5.6, f. f., s. l.	7	116 28
66	Cal.	46028	.....	San Francisco, Sacramento City.	Cent. Pac. R. R.	140.05	1,667 23		21.6 by 8.9, f. f., s. l.	10.50*	113 72
67	Ky.	20002	.....	Covington, Lexington.	Ky. Cent. R. R.	99.98	1,655 23		13 by 9, f. f., d. l. to Paris, s. l. residue.	17	112 86
68	Ark.	29001	.....	Hopefield, Little Rock.	Mem. & L. R'k R. R.	135.88	2,850 19		22.8 by 8.9, f. f., s. l.	7	112 18
69	Kans.	33021	.....	Waterville, Washington.	Mo. Pac. R. W. (Cent. Br. Div.)	20.62	1,621 13		29.2 by 9.4, f. f., s. l. to Greenleaf, 13 m.; no r. a. residue.	6.6*	112 01
70	Iowa	27017	.....	Davenport, Leavenworth.	C. & P. R. I. & P. R. W.	338.18	1,614 23		22.6 by 9.3, f. f., s. l. 307 m.; no r. a. residue.	6.68*	111 15
71	Cal.	46014	.....	Goshen (n. o.), Yuma.	S. P. R. R.	490.33	2,710 13		r. p. o., 55.13 by 9.5, f. f.; s. l. to Los Angeles, 241.62 m.	7	110 13
72	Oreg.	44005	.....	The Dalles, Wallula.	Oreg. Rwy & Nav. Co.	127.30	1,570 15		19.2 by 9, f. f., s. l.	6	109 44
73	N.H.	1006	.....	Groveton, Wells River.	B. C. & M. R. R.	53.71	1,464 22		17 by 6.8, f. f., s. l.; 13.6 by 6.8, f. f., s. l. 12 m.	11.86*	105 17
74	Tex.	31022	.....	Denison City to Gainesville.	M. P. R. W.	40.51	1,436 12		16 by 9, f. f., s. l.	7	103 46
75	La.	30003	.....	New Orleans, Cheneyville.	M. L. & T. R. R., & Steamship Co.	210.36	2,057 25		14.4 by 9.6, f. f., s. l.	7	102 60
76	Mo.	28018	.....	Mt. Pleasant, Saint Peters.	St. L., K. & N.W. R. W. Int. & G't N. R. R.	186.75	1,398 20		19.8 by 9, f. f., s. l.	12	101 75
77	Tex.	31006	31032	Mineola, Troup.	Int. & G't N. R. R.	44.54	1,393 16		23.6 by 9, f. f., s. l.	7	101 75
77a	Mass.	3069	.....	South Braintree Junction, Newport.	Old Colony R. R.	61.25	1,356 22		r. p. o., 20.6 by 9.2, 11; apt., 10 by 6.3, 11, 23.09 m.; no r. a. residue.	21.42*	100 04
78	Wash.	43008	.....	Walla Walla, Dayton.	Oreg. Rwy & Nav. Co.	40	1,344 15		19.6 by 9, f. f., s. l.	7	100 94
79	Colo.	38007	.....	Denver, Cheyenne.	D. P. R. R. & Tel. Co.	106.86	1,317 ...		r. p. o., 50.8 by 9.2, 11; apt., 17.9 by 8.10, f. f., s. l. to La Salle Station, 46.20 m.; no r. a. residue.	10.73*	98 33
80	Wash.	43004	.....	Walla Walla, Wallula.	W. W. & C. Riv. R. R.	32.10	1,312 15		19.2 by 9, f. f., s. l.	6	98 33
81	N. Y.	6022	.....	New York, Chatham.	N. Y. Cent. & H. Riv. R. R.	130.50	1,295 30		Apt., 18 by 8.4, 11.	12.08*	97 47
82	Tex.	31017	.....	Denison City, Mineola.	M. P. Rwy.	103.08	1,284 20		50 by 9, f. f., s. l.	7	97 47
83	Pa.	6030	.....	Harrisburgh, Martinsburgh.	Cumb. Val. R. R.	94.63	1,282 30		13.8 by 8.4, f. f., 21	15.31*	97 47
84	Tex.	31002	.....	Houston, Uvalde.	Gal., H. & San A. R. W.	310.89	1,275 22		14.10 by 8.11, f. f., s. l.	7	96 62
85	N. Y.	6045	.....	Long Isl'd City, Greenport.	Lg. I. R. R.	97.17	1,260 23		17.10 by 6.8, f. f., s. l.	12	96 62
86	Minn.	26037	.....	Minneapolis, Benton.	C. M. & St. P. R. W.	33.86	1,232 20		20 by 9, f. f., s. l.	6	94 91
87	N. Y.	6066	.....	Rouse's Point, Canada Line, (n. o.).	Cham. & St. Lawrence R. R.	1.20	1,218 26		in b. c.	6	94 05

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	112 86	.....	20,622 49	.....	19,870 13	.....	July 1, '82	.01 m. decrease	64
.....	82 94	.....	6,117 49	.....	4,292 14	.....	July 1, '82	.86 m. increase	65
.....	117 14	.....	15,926 48	.....	16,404 28	.....	July 1, '82	.01 m. increase	66
.....	111 15	.....	11,283 74	.....	11,112 77	.....	Apr. 1, '82	In Apr., 1882	67
.....	93 71	.....	15,243 01	.....	12,576 81	.....	July 1, '82	1.67 m. increase	68
.....	87 21	.....	2,309 64	.....	1,787 80	.....	July 1, '82	.12 m. increase	69
.....	80 78	.....	37,588 70	.....	28,989 06	.....	Feb. 15, '82	27.78 m. from Dec. 10, '81. Main route; branch \$5.99. In Feb., 1882.	70
25 00	75 24	25 00	54,000 04	6,040 50	36,892 42	6,040 50	July 1, '82	Part. r. p. o., on 241.62 m. only. 40-foot cars authorized.	71
.....	.....	.....	.....	.....	.....	.....	May 10, '81	46.62 m., from Feb. 15, 1880. 81 m. from May 10, 1881.	72
.....	82 08	.....	5,648 68	.....	4,723 36	.....	July 1, '81	Formerly 28.12 m., at \$92.08. .41 m. decrease. In Apr. and Aug., 1881.	73
.....	50 45	.....	4,191 16	.....	2,048 26	.....	July 1, '82	.09 m. decrease	74
.....	89 61	.....	24,836 38	.....	17,887 71	.....	July 1, '82	Curtailed to end at Cheneyville from July 1, '82. 33.96 m. from Feb. 8, 1882. 25.39 m. from Mar. 1, 1882. Formerly 92.88 m., at \$112.01; 126.84 m., at \$128.25.	75
.....	118 85	.....	19,001 81	.....	16,561 74	.....	June 1, '81	47.40 m., from Feb. 1, '81. In Sept., 1881.	76
.....	42 75	.....	4,531 94	.....	1,910 92	.....	July 1, '82	.16 m. decrease	77
12 50	99 18	.....	6,127 45	288 62	6,065 85	.....	July 1, '81	.09 m. increase. r. p. o., on 23.09 m. only.	77a
.....	.....	.....	.....	.....	.....	.....	Sept. 20, '81	New	78
25 00	86 36	25 00	10,507 54	1,155 00	9,154 16	.....	July 1, '82	r. p. o. on 46.20 m. only. .86 m. increase. (40-foot authorized).	79
.....	42 75	.....	3,156 39	.....	1,383 81	.....	July 1, '82	.27 m. decrease	80
.....	90 63	.....	12,719 83	.....	12,827 21	.....	July 1, '81	In April, 1881	81
.....	42 75	.....	10,047 20	.....	2,268 74	.....	Oct. 1, '81	50.01 m. from July 1, '81. In Oct., 1881.	82
.....	76 09	.....	9,223 58	.....	7,158 25	.....	July 1, '81	.56 m. increase. In Apr., 1881.	83
.....	131 67	.....	30,038 19	.....	28,520 06	.....	July 1, '82	92.88 m. from Jan. 1, 1882.	84
.....	82 08	.....	9,388 56	.....	7,740 96	.....	July 1, '81	2.86 m. increase, main line; branch.	85
.....	.....	.....	.....	.....	.....	.....	Aug. 1, '81	New. In April, 1882....	86
.....	76 95	.....	112 86	.....	173 13	.....	July 1, '81	1.05 m. decrease. In April, 1881.	87

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
88	Colo.	38013	.....	Salida, Gunnison.	D. & Rio G. R. W.	74.30	1,193 15		19.4 by 7.4, f. f., a. l.	8.5*	93 20
89	N. J.	7018	.....	Easton, Metuchen.	Lehigh V. R. R.	54	1,166 34		in b. c.	19*	92 34
90	N. Y.	6016	.....	Buffalo, Lewiston.	N. Y. Cent. & H. Riv. R. R.	29	1,150 25		in b. c.	33.51*	91 49
91	Kan.	33026	.....	Concordia, Logan.	M. P. R. W. (Cent. Br. Div.)	138.54	1,149 20		29.2 by 9.4, f. f., a. l.	7	91 49
92	Cal.	46011	.....	San Francisco, Cloverdale.	San F. & N. P. R. R.	90	1,142 22		8 by 6, f. f., a. l. .	10.8*	91 49
93	Me.	15	.....	Woolwich, Rockland.	Knox & L. R. R.	48.86	1,106 19		14 by 6.6, (av.), f. f., 2 l.	12	89 78
94	Tex.	31017	.....	Denison City, Minneola.	M. P. R. W.	102.84	1,080 20		50 by 9.2, f. f., a. l.	7	88 92
95	Tex.	31009	.....	Shreveport, El Paso.	T. & P. R. W.	834.47	1,072 16		20.10 by 9.1½, f. f., d. l., bet'n Marshall and Longview; a. l., residue.	7.7*	88 07
96	Tex.	31011	.....	Whitesborough, Texarkana.	T. & P. R. W.	173.67	985 18		16.10 by 9, f. f., a. l.	7	84 63
97	Dak.	35007	.....	Flandreau, Sioux Falls.	C., M. & St. P. R. W.	39.17	948 21		21 by 9, f. f., a. l. .	6	82 94
98	N. M.	39002	.....	Antonito, Durango.	D. & Rio G. R. W.	171.39	947 15		19.4 by 7.4, f. f., a. l.	7	82 94
99	Kan.	33005	.....	Cherryvale, Hunnswell.	K. C., Law. & Son K. R. R.	131.19	930 21		18.2 by 8.9, f. f., a. l., to Wellington, 112.70 m.; no r. a. residue.	6	82 08
100	Cal.	46017	.....	Los Angeles, Santa Ana.	C. P. R. R. Co (leasee Los A. & San D. R. R.)	35.23	906 16½		8.4 by 6, f. f., a. l.	7	81 23
101	Tex.	31028	.....	Whitesborough, Fort Worth.	T. P. & M. P. R. W.	72.17	897 18		39.2 by 9.2, f. f., a. l.	7	80 37
102	Utah	41001	.....	Salt Lake City, Frisco.	Utah Cent. R. W.	281	861 17		14.7 by 8.10 to Juab; no r. a. residue.	8.21*	79 52
103	N. Y.	6093	.....	Long Island City to Sag Harbor.	Long Isl'd R. R.	99.67	857 32		17.9 by 6.8, f. f., a. l.	12	78 66
104	Wis.	25038	.....	Milwaukee, Montfort.	Chic. & N. R. W.	146.31	853 23		19.2 by 7.2, f. f., a. l.	9.3*	78 66
105	Colo.	38004	.....	Cucharas, Espanola.	Denver & R. Gr. R. W.	200.82	852 15		19.4 by 7.4, f. f., a. l. to Antonito, 109.50 m.; no r. a. residue.	7	78 66
106	Tex.	31028	.....	Whitesborough, Waco.	T. P. & M. P. R. W.	160.48	848 18		16 by 9, f. f., a. l. .	7	78 66
107	Kans	33011	.....	Newton, Arkansas City.	A., T. & S. F. R. R.	78.56	835 20		13.3 by 9.1½, f. f., a. l.	8.07*	77 81
108	Cal.	46002	.....	San Francisco, Soledad.	Southern Pac. R. R.	142.96	1,272 26		17 by 9, f. f., a. l. .	12.51*	77 30
109	Dak.	35005	.....	Grand Forks, Fargo.	St. P., M. & M. R. W.	78.93	797 20		12.4 by 7.2, f. f., a. l.	7	76 10
110	Tex.	31004	.....	Hempstead, Austin.	H. & Tex. C. R. R.	115.22	766 19		14.8 by 8, f. f., a. l.	13	75 24
111	Kans	33004	.....	Lawrence, Coffeyville.	K. C., L. & S. K. R. R.	141.57	1,189 21		18.2 by 8.9, f. f., a. l. to Cherryvale, 125.10 m.; no r. a. residue.	6	74 56
112	Kans	33030g	33037	Mulvane, Caldwell.	A., T. & S. F. R. R.	38.30	759 20		13.3 by 9.1½, f. f., a. l.	6	74 39

States and Territories in which the contract term expired June 30, 1832, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	.....	.....	.....	.....	.....	.....	Sept. 20, '81	43 m. from Aug. 16, 1881; 32.75 m. from Sept. 20, '81. 1.45 m. increase. New.	88
.....	.....	.....	.....	.....	.....	.....	Aug. 1, '81	New. In Dec., 1881	89
.....	82 93 1/2	.....	2,653 21	.....	2,405 11	.....	July 1, '81	In April, 1881	90
.....	82 94	.....	12,675 02	.....	9,455 99	.....	July 1, '82	24.92 m. from Mar. 16, '82. 39 m. decrease.	91
.....	73 53	.....	8,234 10	.....	6,617 70	.....	July 1, '82	.....	92
.....	86 36	.....	4,386 65	.....	4,331 92	.....	July 1, '81	In April, 1881	93
.....	97 47	.....	9,144 53	.....	10,047 20	.....	July 1, '82	24 m. decrease	94
.....	129 11	.....	78,491 77	.....	42,021 43	.....	July 1, '82	67.10 m. from Aug. 1, '81; 386.40 m. from Jan. 1, '82; 55.50 m. from Apr. 15, '82.	95
.....	71 82	.....	14,701 16	.....	11,147 90	.....	July 1, '82	17.69 m. from Sept. 1, '81; .76 m. increase.	96
.....	.....	.....	.....	.....	.....	.....	Mar. 1, '82	19.50 m. from July 1, '81; 19.67 m. from July 1, '82.	97
.....	59 00	.....	14,215 08	.....	3,770 10	.....	July 1, '82	22.60 m. from July 1, '81; 85.20 m. from Aug. 16, '81; 31 m. decrease.	98
.....	79 52	.....	10,768 07	.....	10,444 15	.....	July 1, '82	.15 m. decrease	99
.....	61 56	.....	2,861 73	.....	2,132 43	.....	July 1, '82	.59 m. increase	100
.....	.....	.....	.....	.....	.....	.....	June 20, '81	In Oct., 1881	101
.....	96 06	.....	22,345 12	.....	19,776 61	.....	July 1, '82	Formerly 105.03 m. at \$78.66, and 137.76 m. at \$56.43. Routes 41001, 41002, and 41003 consolidated.	102
.....	51 30	.....	7,840 04	.....	3,650 25	.....	Aug. 1, '81	35.25 m., formerly at \$49.59. Routes 6049 and 6093 consolidated. Weighings of Apr. and Aug., 1881, combined.	103
.....	.....	.....	.....	.....	.....	.....	Feb. 10, '82	64.60 m. from Oct. 15, '81; 81.71 m. from Feb. 10, '82. New. In Apr., 1882.	104
.....	82 94	.....	15,796 50	.....	16,603 75	.....	July 1, '82	.63 m. increase	105
.....	80 37	.....	12,623 35	.....	5,800 30	.....	July 1, '82	87.97 m. from Dec. 15, 1881; 34 m. increase.	106
.....	70 11	.....	6,112 75	.....	5,527 57	.....	July 1, '82	.28 m. increase	107
.....	73 10	.....	11,050 80	.....	10,524 72	.....	July 1, '82	.84 m. decrease	108
.....	.....	.....	.....	.....	.....	.....	Apr. 1, '81	2.87 m. increase. In May, 1882.	109
.....	67 54	.....	8,609 15	.....	7,780 60	.....	July 1, '82	.02 m. increase	110
.....	71 82	.....	10,555 45	.....	10,112 26	.....	July 1, '82	.77 m. increase	111
.....	66 60	.....	2,849 13	.....	2,546 89	.....	July 1, '82	.11 m. increase. Formerly branch of route 33011.	112

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches. r. a. apt. 11 by 8.6, 12.15 m., Lancaster to Columbia.		Dolls.
113	Pa..	8027	.....	Lancaster, Middletown.	Penn. R. R.	31.64	747 21			90.30*	74 39
114	N.M.	39001	.....	Lamy Station (n. o.), Santa Fé.	A. T. & S. F. R. R.	18.63	746 18		no apt.	14	74 39
115	Me..	3	.....	Farmington, Brunewick.	Me. Cent. R. R.	67.89	729 18		16 by 6.7, f. f., a. l. 26.36 m., d. l. 19.73 m.	14.55*	73 53
116	Kans	33007	.....	Saint Joseph, Grand Island.	St. Jos. & W. R. R.	252.88	722 20		20 by 9.4, f. f., a. l.	7	73 53
117	Kans	33012	.....	Atchison, Columbus.	B. & M. R. R. R. in Nebr.	221.36	720 16		19.6 by 8.6; 8 by 7, f. f., a. l.	6	73 53
118	Ark.	29003	.....	Argenta, Fort Smith.	L. R. & Ft. S. R. W.	157.15	1,156 20		18 by 9, f. f., a. l.	6	73 19
119	Kans	33002	.....	Lawrence, Leavenworth.	U. P. R. W.	32.34	715 25		18.2 by 8.9, f. f., a. l.	7	72 68
120	Tex.	31027	.....	Galveston, Belton.	Gulf, Col. & S. F. R. R.	226.90	683 25		13 by 7, f. f., a. l.	7	71 82
121	Cal..	46031	.....	San Francisco, Santa Cruz.	So. Pac. C. R. R.	83.15	682 23		8 by 7.6, f. f., a. l.	13	71 82
122	Tex.	31005	.....	Bremond, Cisco.	Hous. & T. C. R. R.	197.60	667 18		14 by 8.8, f. f., a. l.	9.9*	70 97
123	N.H.	1007	.....	Wing Road, Fabryan House.	Bos. C. & M. R. R.	13.54	656 24		13.7 by 6.7, f. f., a. l.	24	70 11
124	Minn	26021	.....	White Bear Lake, Angus.	Minn. & St. L. R. W.	275.26	648 18		14.10 by 9, f. f., a. l. between Minneapolis and Angus. 260.23 m.; no r. a. residue.	8.25*	70 11
125	Cal..	46008	.....	Valley Junction, Calistoga.	Cal. Pac. R. R.	43.87	645 22		10 by 8.10, f. f., d. l.	12.71	70 11
126	N.J.	7005	.....	Camden, Monmouth Junction.	Penn. R. R.	53.32	642 35		11 by 8, f. f., a. l.	8.69*	70 11
127	Cal..	46012	.....	Stockton, Milton.	Stockton & C. R. R.	30.09	640 16		10 by 8.9, f. f., a. l.	8.99*	70 11
128	Cal..	46019	.....	Colfax, Nevada City.	Nev. Co. N. G. R. R.	23.09	638 12		no r. a.	14	69 26
129	Ark.	29005	.....	Malvern Junction, Hot Springs.	Hot Spr'gs R. R.	25.90	637 18		8 by 4; no r. a.	14	69 26
130	Mo..	28040	.....	Pleasant Hill, Carthage.	Mo. Pac. R. W.	115.46	634 25		20 by 8.2, f. f., a. l.	9.5*	69 26
131	La..	30002	.....	New Orleans, Port Allen.	N. O. Pac. R. W.	98	615 19		16.10 by 9.2, f. f., a. l.	6.50*	68 40
132	Wis.	25004	.....	Milton Junction, Shullsburg.	C. M. & St. P. R. W.	70.21	614 20		17 by 7.7, f. f., a. l. to Gratiot, 64.30 m. No r. a. residue.	10.8*	68 40
133	Iowa	27003	.....	Cedar Rapids, Emmittsburg.	B., C. R. & N. R. W.	184.05	609 22		20 by 9.4, f. f., a. l.	6	68 40
134	Kans	3030a	33031	Paola, Leroy Junction (n.o.).	M. P. R. W.	61.40	603 25		20 by 8.2, f. f., a. l.	6	68 40

ADJUSTMENT OF PAY OF RAILROADS.

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States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
67 55			2,853 69		2,073 80		Oct. 31, '81	.14 m. increase. 60 days in Feb. and Mar., 1882.	112
							Apr. 1, '80	New. In June, 1881	114
86 95			4,991 95		5,538 02		July 1, '81	Formerly 51 m. at \$76.95. 1.61 m. decrease. In Apr., 1881.	115
70 11			15,264 71		14,450 12		July 1, '82	Formerly 228.59 m. at \$58.09; 226.50 m. at \$58.83. 1.48 m. increase. In Apr., 1882.	116
68 40			16,276 60		15,136 92		July 1, '82	.06 m. increase	117
58 82			12,223 70		9,959 23		July 1, '82	2.14 m. decrease	118
64 12			2,350 47		2,247 75		July 1, '82	2.71 m. decrease	119
63 27			16,295 95		14,358 43		July 1, '82	.10 m. increase	120
47 03			5,971 83		3,839 06		July 1, '82	.18 m. decrease	121
62 42			14,027 93		6,072 81		July 1, '82	52.57 m. from July 18, 1881; 47.91 m. from Sept. 23, 1881. 10 m. decrease.	122
49 59			949 28		689 46		July 1, '81	Weighing for May and Aug., 1881, combined.	123
71 82			19,298 47		16,193 97		Apr. 1, '82	49.78 m. from Feb. 20, 1882. In Apr., 1882.	124
67 55			3,075 72		2,965 44		July 1, '82	.03 m. decrease	125
67 54			3,738 26		3,617 71		July 1, '81	.24 m. decrease. In Apr., 1881. Main route; branches, \$46.17, \$38.47.	126
64 98			2,109 60		1,949 40		July 1, '82	.09 m. increase	127
49 59			1,599 21		1,131 14		July 1, '82	.28 m. decrease	128
53 87			1,798 83		1,352 67		July 1, '82	.79 m. increase	129
							See dates.	32.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 23, 1881; 22.19 m. from Dec. 23, 1881. In Mar., 1882.	130
42 75			6,703 20		2,749 68		July 1, '82	32.39 m. from Aug. 1, 1881. 1.29 m. increase.	131
47 88			5,212 76		2,940 64		Apr. 1, '82	33.50 m. from Oct. 20, 1881. In April, 1882.	132
56 43			11,138 25		2,846 89		Apr. 1, '82	Lap from Cedar Rapids to Vinton, 21.21 m.; 26.34 m. from Dec. 20, 1880; 28.36 m. from Jan. 20, 1881; 5.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 16, 1882. In April, 1882.	133
42 75			4,199 76		2,599 20		July 1, 1882	.60 m. increase.	134

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
163	Kans	33009	.....	Junction City, Parsons.	M. P. R. W.	157.86	826 25	15.8 by 7.2, f. f., a. l.	6	62 23
164	Wash	43001	.....	Kalama, Carbonado.	N. P. R. R.	139.83	812 23	22.6 by 9, f. f., a. l., to New Tacoma, 105 m.; no r. a. residue.	6	61 26
165	N. Y.	6094	.....	Long Island City, White-stone.	L. I. R. R.	12	469 23	in b. o.	19	61 56
166	Va.	11025	.....	Orange, Gordonsville.	V. M. R. W.	9.79	458 14	in b. o.	9.50*	60 71
167	Kans	33019	.....	Ottawa, Burlington.	K. C., L. & S. K. R. R.	46.95	456 20	18.2 by 8.9, f. f., a. l.	6	60 71
168	Nebr	34008	.....	Valley, Stromsburg.	O. & R. V. R. R.	90.86	442 ...	12.2½ by 6.10, f. f., a. l.	8.5*	59 85
169	Ill.	23024	.....	Peoria, Evanston.	P., D. & E. R. W.	250.53	441 23	19.9 by 9.4, f. f., a. l.	6	59 85
170	Cal.	46016	.....	San Francisco, Duncau's Mills.	N. P. C. R. R.	80.50	429 16	8 by 6, f. f., a. l. ...	7.30*	59 00
171	N. Y.	6019	.....	Dunkirk, Titusville.	N. Y. C. & H. R. R. R.	91.16	428 22	12.6 by 6.7, f. f., a. l.	9.02*	59 00
172	Ohio	21060	.....	Columbia, Hamersville.	Cin. & P. R. R.	35	425 15	10.2 by 5.2, f. f., a. l.	1½	58 14
173	Mo.	28036	.....	Fort Scott, Springfield.	Kan. City, Ft. Scott & Gulf R. R.	165.42	422 20	14 by 9.2, f. f., a. l. ...	6	58 14
174	Minn	26010	.....	Hastings, Aberdeen.	Chic., M. & St. P. R. W.	312.96	693 17	19 by 9, f. f., a. l. ...	6	57 46
175	Dak.	35011-35011	.....	Grand Forks, Grafton.	St. P., M. & M. R. W.	40.95	399 30	12.4 by 7.2, f. f., a. l.	7	56 43
176	Kans	33017	.....	Florence, Douglas.	A., T. & S. F. R. R.	54.58	397 15	12 by 7.7, f. f., a. l.	6	56 43
177	N. J.	7005	.....	Jamesburgh to South Amboy.	Penn. R. R.	14.20	397 26	a. l.	10.10*	56 48
178	Cal.	46005	.....	Sacramento City to Folsom City.	S. & P. R. R.	22.23	388 16	6.6 by 6, f. f., a. l.	12	55 58
179	Minn	26020	.....	Worthington, Salem.	W. & Sioux Falls R. R.	101.79	387 20	11.10 by 9.3, f. f., a. l.	6	55 58
180	Kans	33030	.....	Florence, Ellenswood.	A., T. & S. F. R. R.	98.87	373 25	13.3 by 9½, f. f., a. l.	6	54 72
181	Kans	33025	.....	Solomon City, Beloit.	Solomon R. R.	57.83	372 14	16 by 8, f. f., a. l. ...	7	54 72
182	Nev.	45004	.....	Mound House, Candelaria.	Carson & Cul. R. R.	158.96	361 15	no r. a.	7	53 87
183	Oreg	44002	.....	Portland, Corvallis.	Oregon & C. K. R.	97.85	360 14	10 by 8.10, f. f., a. l.	6	53 87
184	N. J.	7004	.....	Princeton Junction, Princeton.	Penn. R. R.	3.37	343 30	in b. o.	36	52 16
185	Colo.	38010	.....	Canon City, West Cliff.	D. & R. G. R. W.	31.20	341 15	no r. a.	7	52 16
186	Colo.	38011	.....	Alamosa, Del Norte.	do do do	31.82	333 15	no r. a.	7	52 16
187	Nebr	34003	.....	Omaha, Covington.	C., S. P., M. & O. R. W.	127.61	343 20	11.4 by 9.3½, f. f., a. l.	19	51 16
188	Kans	33023	.....	Emporia, Howard.	A., T. & S. F. R. R.	76.59	315 12	12 by 7.7, f. f., a. l.	6	50 45
189	Cal.	46006	.....	Suisun, Napa Junction.	C. P. R. R.	13.01	313 26	no r. a.	7	50 45
190	Tex.	31013	.....	Jefferson, Greenville.	M. P. R. W.	121.46	303 15	14 by 6, f. f., a. l. ...	6	49 59
191	Nebr	34015	.....	Grand Island, Saint Paul.	O. & R. V. R. R.	22.99	300 ...	no r. a.	6	49 59

States and Territories in which the contract term expired June 30, 1892, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
54 04			9,826 78		8,508 05		July 1, '82	42 m. increase.....	168
50 61			8,607 93		8,625 59		July 1, '82	3.50 m. from Nov. 1, 1881.	164
42 75			788 72				July 1, '81	41.46 m. covered by route 6,093. Main route; branch.	165
							Jan. 16, '81	In Jan., 1882. New	166
66 60			2,850 33		3,137 76		July 1, '82	10 m. decrease.....	167
53 61			5,487 97		4,812 24		July 1, '82	.08 m. increase.....	168
58 14			14,994 22		9,448 48		Oct. 1, '81	57.96 m. from Apr. 1, 1881.	169
52 16			4,749 50		4,197 31		July 1, '82	In Oct., 1881. .03 m. increase.....	170
48 73 1/2			5,378 44		4,442 67		July 1, '81	In Apr., 1881.....	171
48 61			2,034 90		934 56		May 1, '82	7.65 m. from July 25, 1881. 5 95 m. from Jan. 16, 1882. In May, 1882	172
							See dates.	23.93 m. from Dec. 1, 1880. 12.34 m. from Dec. 16, 1880; 31.72 m. from Jan. 16, 1881. New. In Oct., 1881.	173
54 04			19,564 57		10,967 41		Apr. 1, '82	110.16 m. from Aug. 16, 1881, at \$71.82. In Apr. 1882.	174
							Feb. 1, '82	21 m. increase. New. In May, 1882.	175
42 75			3,079 94		1,314 56		July 1, '82	24.02 m. from Dec. 1, 1881. 19 m. decrease.	176
38 47 1/2			801 30		575 20		July 1, '81	Branch; .75 m. decrease. In Apr., 1881.	177
54 72			1,235 54		1,269 50		July 1, '82	.97 m. decrease.....	178
50 45			3,505 43		3,181 88		June 1, '81	Extension to Salem 38.72 m. not weighed. In June, 1881.	179
47 63			5,410 16		3,696 08		July 1, '82	19.76 m. from Nov. 15, 1881. 52 m. increase.	180
49 60			3,164 45		2,821 67		July 1, '82	93 m. increase.....	181
							See dates.	100 m. from July 16, 1881; 58.80 m. from Mar. 15, 1882. 16 m. increase.	182
53 01			5,271 17		4,771 36		July 1, '82	47.54 m. formerly at \$42 75. Route 44004 consolidated with this route. 1.36 m. decrease	183
47 03			175 77		158 49		July 1, '81	Branch m. in route. In April, 1882.	184
							Aug. 16, '82	2.30 m. decrease.....	185
							Aug. 16, '81	New. .32 m. increase ..	186
46 17			6,528 52		2,232 31		Oct. 1, '81	16.30 m. from Mar. 1, 1880; 62.96 m. from Jan. 20, 1881. In October, 1881.	187
44 46			3,863 96		3,383 40		July 1, '82	.49 m. increase.....	188
77 51			656 35		1,011 53		July 1, '82	.01 m. increase.....	189
53 87			6,023 20		6,581 83		July 1, '82	.72 m. decrease.....	190
42 75			1,140 07		967 00		July 1, '82	.37 m. increase.....	191

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dis- tances per day.	Miles per hour.	Size, &c., of mail-car or apart- ment.	Trips per week.	Pay per mile per an- num for transpor- tation.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dolls.</i>
192	Ia...	27061		Bethany Junc- tion (n. o.), Al- bany.	C. B. & Q. R. R.	47.26	298	20	10.6 by 6.7, f. f., a. l.	15*	49 59
193	Mich	24049		Saint Clair Junction (n. o.), Saginaw.	F. & P. M. R. R.	3.54	294	10	no apt.; no r. a.	24	48 74
194	N. Y.	6015		Buffalo, Lock- port.	N. Y. C. & H. R. R.	22	290	30	in b. o.	18	48 74
195	N. J.	7005		Bordentown, Trenton.	Penn. R. R.	6.04	287	18	in b. o.	18	48 74
196	S. C.	14007		Cheater, Lin- colnton.	C. & L. N. G. R. R.	65.17	281	14	11.8 by 6.10, f. f., a. l.	6	47 96
197	Utah	41008		Echo City, Park City.	E. & P. C. R. R.	28.45	277	20	no r. a.	14	47 88
198	Fla...	18011		Waldo, Ocala...	Penin. R. R.	47.26	273	20	no apt.; no r. a.	6	47 88
199	Cal...	46029		Niles Junction, San José.	C. P. R. R.	18.37	270	30	no r. a.		47 03
200	Tex.	31015		Henderson, Over- ton.	I. & G. N. R. R.	16.57	262	10	no apt.	7	47 03
201	Colo	38002		Brighton, Boul- der.	D & B. V. R. R.	27.69	260	22	no apt.	6	47 03
202	Colo	38015		Mears, Hau- man.	D. & R. G. R. W.	27.33	260	15	19 by 7.4; no r. a.	7	47 03
203	Kans	33030b	33032	Jamestown, Burr Oak.	M. P. R. W. (C. Br Div.)	33.90	-256	12	17.6 by 9.4; no r. a.	6	46 17
204	Wis.	25028		Hudson, Gun- derson.	C. S. P. M. & O. R. W.	124.95	255	19	8 by 6.8; no r. a.	6	46 17
205	Wash	43003		Olympia, Ti- nino.	O. & C. V. R. R.	16.05	254	16	no r. a.	6	46 17
206	Mo...	28044		Bigelow, Bur- lington Junc.	K. C., St. J. & C. B. R. R.	32.39	250	24	11.4 by 6.6, f. f., a. l.	6	46 17
207	Minn	26009		Mendota, Min- neapolis.	C. M. & St. P. R. W.	8.79	246	12	no r. a.	12	45 32
208	Cal...	46018		Visalia, Goshen (n. o.).	Visalia R. R.	7.33	243	10	no r. a.	14	45 32
209	Nebr.	34012		Columbus, Nor- folk.	O. N. & B. H. R. R.	50.74	233		9 by 5, f. f., a. l.	7 09*	44 46
210	N. J.	7043		Keyport, Free- hold.	F. & N. Y. R. W.	14.22	233	25	in b. o.	16.84*	44 46
211	Minn	26033		Wyoming, Tay- lor's Falls.	St. P. & D. R. R.	21.14	232	10	no r. a.	6	44 46
212	Kans	33030c	33033	Ossawatimie, Ottawa.	M. P. R. W.	21.40	228	25	16.4 by 8.8; no r. a.	6	44 46
213	Kans	33030d	33034	Burlingame, Manhattan.	M. A. & B. R. W.	57.21	227	15	10 by 7, f. f., a. l.	6	44 46
214	Kans	33030e	33035	Wellington, Harper.	K. C. L. & S. K. R. R.	35.89	231	15	18.2 by 8.9; no r. a.	6	43 61
215	Kans	33013		Leavenworth, Miltonvale.	K. C. R. R.	168.02	218	17	10.2 by 5.11, f. f., a. l.	6	43 61
216	Ohio	21061		Toledo, Dayton	T. D. & B. R. R.	168.65	216	25	6.1 by 5.10, f. f., a. l.	12	43 61
217	Mich	24020		Toledo, South Lyon.	T. A. A. & G. T. R. W.	61.91	214	20	10.6 by 7, f. f., a. l.	10.4*	43 61
218	Ark.	29010		Gurdon, Cam- den.	St. L. I. M. & S. R. W.	34.28	214	12	no apt.	6	43 61
219	Cal...	46009		Marvaville, Oro- ville.	C. N. R. R., N. D. Rideout, purchas- r	27.50	213	20	no r. a.	7	43 61
220	Mo...	28045		Delta (n. o.), Cape Girar- deau.	C. G. R. W.	14.81	213	12	locked room	13	43 61
221	Ky.	20027		Ashland, Peach Orchard.	C. R. W. ...	43.39	212	12	10 by 5.6, f. f., a. l.	6	43 61

States and Territories in which the contract term expired June 30, 1882, fo.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75			2,343 62		1,296 20		June 1, '82	16.93 m. from Nov. 1, 1882. In June, 1882.	192
							Mar 1 '82	In April, 1882. New	193
42 75			1,072 28		940 50		July 1, '81	In April, 1881	194
46 17			294 88		823 19			96 m. decrease. Br'ch; main route, \$67.54½ () In Apr. 1881.	195
43 61			3,126 85		2,222 80		Oct. 1, '81	14.20 m. from May 23, 1881. In Oct., 1881.	196
							May 2, '81	New	197
53 87			863 94		973 43		May 16, '81	In Oct., 1881. New	198
42 75			779 28		668 90		July 1, '82	.30 m. increase	199
42 75			1,302 26		1,186 31		July 1, '82	1.04 m. increase	200
							July 1, '82	.06 m. decrease	201
							Nov. 23, '81	Extension to Haumaun. Not weighed. .50 m. decrease.	202
43 61			1,565 16		1,480 56		July 1, '82	.05 m. decrease	203
42 75			5,768 94		3,584 58		Apr. 1, '82	41.10 m. from Aug. 20, 1881. In Apr. 1882.	204
42 75			741 02		654 50		July 1, '82	.74 m. increase	205
							Dec. 20, '80	New. In Mar., 1882	206
							Feb. 1, '81	Branch; main route not weighed. In Apr. 1882.	207
42 75			382 19		357 81		July 1, '82	1.04 m. decrease	208
42 75			2,255 90		2,166 14		July 1, '82	.07 m. increase	209
42 75			632 22		604 48		July 1, '81	.08 m. increase. In July, 1881.	210
47 88			951 44		1,029 42		Jan. 20, '81	In Apr., 1882	211
47 03			2,543 55		2,695 29		July 1, '82	.10 m. decrease	212
42 75			1,565 16		1,532 16		July 1, '82	.05 m. increase	213
42 75			6,521 87		5,069 29		July 1, '82	30.97 m. from Jan 2, 1882; 18.47 m. extension to Miltonvale; not weighed.	214
							July 1, '81	In Aug., 1881	215
42 75			2,699 89		1,972 21		Apr. 1, '82	15.76 m. from Nov. 1, 1881. In Apr., 1882.	216
							Dec. 1, '81	New	217
47 88			1,199 27		1,436 40		July 1, '82	2.50 m. decrease	218
							Feb. 8, '81	New. In Jan., 1882	219
							See dates.	31.33 m. from Mar. 16, 1881; 12.06 m. from Feb. 15, 1882. In Mar., 1882.	220

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
192	Ia..	27061	.....	Bethany Junction (n. o.), Albany.	C. B. & Q. R. R.	47.26	298 20		10.6 by 6.7, f. f., a. l.	15*	49 59
193	Mich	24049	.....	Saint Clair Junction (n. o.), Saginaw.	F. & P. M. R. R.	8.54	294 10		no apt.; no r. a.	24	48 74
194	N. Y.	6015	.....	Buffalo, Lockport.	N. Y. C. & H. R. R.	22	290 30		in b. o.	18	48 74
195	N. J.	7005	.....	Bordentown, Trenton.	Penn. R. R.	6.04	287 18		in b. o.	18	48 74
196	S. C.	14007	.....	Chester, Lincoln.	C. & L. N. G. R. R.	65.17	281 14		11.8 by 6.10, f. f., a. l.	6	47 98
197	Utah	41008	.....	Echo City, Park City.	E. & P. C. R. R.	28.45	277 20		no r. a.	14	47 88
198	Fla..	16011	.....	Waldo, Ocala.	Penins. R. R.	47.26	273 20		no apt.; no r. a.	6	47 88
199	Cal..	46029	.....	Niles Junction, San José.	C. P. R. R.	18.37	270 30		no r. a.	.....	47 03
200	Tex.	31015	.....	Henderson, Overton.	I. & G. N. R. R.	16.57	262 10		no apt.	7	47 08
201	Colo	38002	.....	Brighton, Boulder.	D. & B. V. R. R.	27.69	260 22		no apt.	6	47 08
202	Colo	38015	.....	Mears, Haurman.	D. & R. G. R. W.	27.33	260 15		19 by 7.4; no r. a.	7	47 03
203	Kans	330306	33032	Jamestown, Burr Oak.	M. P. R. W. (C. Br. Div.)	33.90	256 12		17.6 by 9.4; no r. a.	6	46 17
204	Wis.	25028	.....	Hudson, Gunderson.	C. S. P. M. & O. R. W.	124.95	255 19		8 by 6.8; no r. a.	6	46 17
205	Wash	43003	.....	Olympia, Tilton.	O. & C. V. R. R.	16.05	254 16		no r. a.	6	46 17
206	Mo..	28044	.....	Bigelow, Burlington Junc.	K. C., St. J. & C. B. R. R.	32.39	250 24		11.4 by 6.6, f. f., a. l.	6	46 17
207	Minn	26009	.....	Mendota, Minneapolis.	C. M. & St. P. R. W.	8.79	246 12		no r. a.	12	45 32
208	Cal..	46018	.....	Visalia, Goshen (n. o.).	Visalia R. R.	7.33	243 10		no r. a.	14	45 32
209	Nebr	34012	.....	Columbus, Norfolk.	O. N. & B. H. R. R.	50.74	233		9 by 5, f. f., a. l.	7 09*	44 46
210	N. J.	7043	.....	Koyport, Freehold.	F. & N. Y. R. W.	14.22	233 25		in b. o.	16.84*	44 46
211	Minn	26033	.....	Wyoming, Taylor's Falls.	St. P. & D. R. R.	21.14	232 10		no r. a.	6	44 46
212	Kans	330306	33033	Ossawatimie, Ottawa.	M. P. R. W.	21.40	228 25		16.4 by 8.8; no r. a.	6	44 46
213	Kans	330306	33034	Burlingame, Manhattan.	M. A. & B. R. W.	57.21	227 15		10 by 7, f. f., a. l.	6	44 46
214	Kans	330306	33035	Wellington, Harper.	K. C. L. & S. K. R. R.	35.89	231 15		18.2 by 8.9; no r. a.	6	43 61
215	Kans	33013	.....	Leavenworth, Miltonvale.	K. C. R. R.	168.02	218 17		10.2 by 5.11, f. f., a. l.	6	43 61
216	Ohio	21061	.....	Toledo, Dayton.	T. D. & B. R. R.	168.65	216 25		6.1 by 5.10, f. f., a. l.	12	43 61
217	Mich	24020	.....	Toledo, South Lyon.	T. A. A. & G. T. R. W.	61.91	214 20		10.0 by 7, f. f., a. l.	10.4*	43 61
218	Ark.	29010	.....	Gurdon, Camden.	St. L., I. M. & S. R. W.	34.28	214 12		no apt.	6	43 61
219	Cal..	46009	.....	Marysville, Oroville.	C. N. R. R., N. D. Rideout, purchaser	27.50	213 20		no r. a.	7	43 61
220	Mo..	28045	.....	Delta (n. o.), Cape Girardeau.	C. G. R. W.	14.81	213 12		locked room.	13	43 61
221	Ky.	20027	.....	Ashland, Peach Orchard.	C. R. W.	43.39	212 12		10 by 5.6, f. f., a. l.	6	43 61

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75			2,343 62		1,296 20		June 1 '82	16.93 m. from Nov. 1, 1882. In June, 1882.	192
							Mar 1 '82	In April, 1882. New....	193
42 75			1,072 28		940 50		July 1 '81	In April, 1881	194
46 17			294 38		323 19			96 m. decrease. Br'ch; main route. \$67.54 () In Apr. 1881.	195
43 61			3,126 85		2,222 80		Oct. 1 '81	14.20 m. from May 23, 1881. In Oct., 1881.	196
							May 2 '81	New	197
							May 16 '81	In Oct., 1881. New....	198
53 87			863 94		973 43		July 1 '82	.30 m. increase	199
42 75			779 28		668 90		July 1 '82	1.04 m. increase	200
42 75			1,302 26		1,186 31		July 1 '82	.06 m. decrease	201
							Nov. 25 '81	Extension to Haumann. Not weighed. .50 m. decrease.	202
43 61			1,565 16		1,480 56		July 1 '82	.05 m. decrease	203
42 75			5,768 94		3,584 58		Apr. 1 '82	41 10 m. from Aug. 20, 1881. In Apr. 1882.	204
42 75			741 02		654 50		July 1 '82	.74 m. increase	205
							Dec. 20 '80	New. In Mar., 1882	206
							Feb. 1 '81	Branch; main route not weighed. In Apr., 1882.	207
42 75			332 19		357 81		July 1 '82	1.04 m. decrease	208
42 75			2,255 90		2,106 14		July 1 '82	.07 m. increase	209
42 75			632 22		604 48		July 1 '81	.08 m. increase. In July, 1881.	210
							Jan. 20 '81	In Apr., 1882	211
47 88			951 44		1,029 42		July 1 '82	.10 m. decrease	212
47 03			2,543 55		2,695 29		July 1 '82	.10 m. decrease	213
42 75			1,565 16		1,532 16		July 1 '82	.05 m. increase	214
42 75			6,521 87		5,069 29		July 1 '82	30.97 m. from Jan 2, 1882; 18.47 m. extension to Miltonvale; not weighed.	215
							July 1 '81	In Aug., 1881	216
42 75			2,699 89		1,972 21		Apr. 1 '82	15.76 m. from Nov. 1, 1881. In Apr., 1882.	217
							Dec. 1 '81	New	218
47 88			1,199 27		1,436 40		July 1 '82	2.50 m. decrease	219
							Feb. 8 '81	New. In Jan., 1882	220
							See dates.	31.33 m. from Mar. 16, 1881; 12.06 m. from Feb. 15, 1882. In Mar., 1882.	221

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails while distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
222	Kan.	33029		Downs, Bull's City.	M. P. R. W. (Central Branch Div'n.)	24.08	212 20		28 by 8; no r. a.	6	43 61
223	W'ah	43000		Wallula, Pend O'Reille.	N. P. R. R.	218.69	341 20		no r. a.	7	41 73
224	Minn	26020		Worthington, Salem.	C. St. P., M., & O. R. W.	101.79	209 20		11.9 by 9.4, f. f., a. l. to Sioux Falls, 62.69 m.; no r. a. res.	6	42 75
225	N. Y.	6021		Rochester, Charlotte.	N. Y. C. & H. R. R.	9.00	207 25		in b. c.	17.50*	42 73
226	Va.	11027		Williamson's, Gleewood.	R. & A. R. R.	54.97	204 20		11.4 by 8.10, f. f., a. l.	6	42 75
227	Tex.	81636		Dallas, Denton.	D. & W. R. W.	37.85	201 18		10.6 by 7.5, f. f., a. l.	7	42 75
228	Ill.	23026		Effingham, Switz City.	C. E., & Q. C. R.	91.00	197 20		10.6 by 7.4, f. f., a. l.	6	42 75
229	N. J.	7026		Sandy Hook, Pemberton Junction.	N. J. S. R. R.	65.00	196 30		8.2 by 6.2, f. f., a. l.	6	42 75
230	Mass	3028		South Framingham, Milford.	B. & A. R. R.	12.81	191 21		in b. c.	24	42 75
231	Ill.	23066		Danville, West Liberty.	D. O., & O. R. R. R.	101.11	186 20		no r. a.	6	42 75
232	Minn	26034		Morris, Brown's Valley.	St. P., M., & M. R. W.	47.26	183 15		no r. a.	6	42 75
233	Ark.	29004		Tripple, Monticello.	L. R., M. R., & T. R. W.	42.50	177 16		14 by 7.3, f. f., a. l.	6	42 75
234	Iowa	27060		Centerville, Albia.	W., St. L., & P. R. W.	27.87	173 30		19 by 8.6, f. f., a. l.	6	42 75
236	Neb.	34018		Norfolk Junction (n. o.), Creighton.	F. E., & M. V. R. R.	42.50	172 18		10 by 7.6, f. f., a. l.	6	42 75
236	Mich	24025		Marlette Junction (n. o.), East Saginaw.	P. H. & N. R. W.	79.60	166 22		9.6 by 5.9, f. f., a. l.	12	42 75
237	Pa.	8081		Pittsburgh, West Brownsville.	Penn. R. R.	54.62	161 21		15 by 8.7, 11.	12	42 75
238	Colo	38016		Gunnison, Crested Butte.	D. & R. G. R. W.	28.40	161 15		19 by 7.4; no r. a.	7	42 7 ₅
239	Wis.	25037		Merrill, Neillville.	C., St. P., M., & O. R. W.	15.60	156 14		no r. a.	12	42 7 ₅
240	Neb.	34017		Lost Creek, Albion.	O. N. & B. H. R. R.	34.22	154		9 by 5, f. f., a. l.	6	42 7 ₅
241	M	39004		Thorne, El Paso.	A., T. & S. F. R. R.	77.45	152 25		no r. a.	7	42 7 ₅
242	Wis.	25039		Mazo Manie, Prairie du Sac.	C., M. & St. P. R. W.	10.23	148 12		no r. a.	6	42 7 ₅
243	Colo.	38013		Leadville, Wheeler.	D. & R. G. R. W.	24.50	144 15		no r. a.	7	42 7 ₅
244	Fla.	16008		Volusia, Leesburgh.	St. J. & L. E. R. W.	54.75	144 15		no apt.; no r. a.	6	42 7
245	Minn	26029		Lake Crystal, Elmore.	B. E. B. St. P. & S. C. R. R.	43.54	142 20		11.10 by 9.3, f. f., a. l.	6	42 7 ₅

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75			1,080 12		1,297 46		July 1, '83	6.27 m. decrease; route curtailed to begin at Downs, from July 1, 1882.	229
							See dates	170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; 69 m. from Jan. 5, 1882.	228
55 58			4,351 52		3,181 88		Apr. 1, '82	38.72 m. from Jan. 20, 1881. In Mar., 1882.	224
46 17			384 75		415 53		July 1, '81	In Apr., 1881.	225
							See dates	35.90 m. from Mar. 22, 1881; 19.67 m. from Apr. 15, 1881. In Sept., 1881.	226
							Sept. 1, '81	New	227
							Mar. 1, '81	In Sept., 1881. New.	228
63 29			2,778 75		4,113 85		July 1, '81	Main route. In Apr., 1881.	229
45 31			526 25		557 37		July 1, '81	.01 m. increase. In Apr., 1881.	230
							See dates	51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882.	231
							Apr. 1, '81	In May, 1882. New.	232
							July 1, '81	In Oct., 1881. New.	233
							See dates	16.76 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881.	234
							Sept. 1, '81	In Apr., 1882. New.	235
							See dates	32.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 17.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882.	236
							July 1, '81	Pay fixed on 23 32 m. extension to West Brownsville. Weight taken on extension only. In Mar. and Apr., 1882.	237
							Jan. 2, '82	.33 m. increase. New.	238
							Sept. 1, '81	In Apr., 1882. New.	239
							Apr. 15, '81	New	240
							See dates	23.85 m. from July 1, 1881; 43.46 m. from Nov. 1, 1881. .14 m. increase.	241
							Feb. 10, '82	In Apr., 1882. New.	242
							See dates	18.75 m. from Aug. 16, 1881. 5.75 m. from Mar. 16, 1882. New.	243
							Feb. 8, '81	In Oct., 1881. New.	244
							Nov 17, '79	Extension to Elmore. Not weighed. In Jan., 1881.	245

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
246	Iowa	27063	.....	Avoca, Carson	C. R. I. & P. R. R.	17.61	136 12		no r. a.	6	42 75
247	Dak.	35010	.....	Huron, Ordway	C. & N. R. W.	91.55	136 10		no r. a.	6	42 75
248	Colo.	38009	.....	Poncho Springs, Mayaville.	D. & R. G. R. W.	7.28	135 15		no r. a.	7	42 75
249	Mo.	28042	.....	Sedalia, Warsaw	S. W. & S. R. W.	42.00	132 14		in b. o.	6	42 75
250	Pa.	8070	.....	Rockwood, Johnstown.	S. & C. R. R.	45.37	128 19		12 by 8, f. f., a. l.	6	42 75
251	Iowa	27062	.....	Mt. Zion, Keosauqua.	C. R. I. & P. R. W.	5.02	127 15		no r. a.	12	42 75
252	Iowa	27071	.....	Carroll City, Kirkman.	C. R. I. & P. R. W.	34.99	123 17		no r. a.	6	42 75
253	Ind.	22039	.....	Fort Branch, Cynthiana.	E. & T. H. R. R.	14.70	122 ..		no apt.	12	42 75
254	Mich	24050	.....	Buchanan, Berrien Springs.	St. J. V. R. R.	11.03	116 15		no r. a.	12	42 75
255	Tex.	31031	.....	Dallas, Kaufman.	T. T. R. W.	36.25	114 18		no apt.; no r. a.	6	42 75
256	Tex.	31014	.....	Columbus, La Grange.	G. H. & S. A. R. W.	31.61	111 23		in b. o.	6	42 75
257	N. J.	7026	.....	Manchester, Barnegat.	N. J. S. R. R.	22.42	114 25		in b. o.	11.81*	42 75
258	Ohio	21065	.....	Dolphos, Kokomo.	T. D. & B. R. R.	108.32	106 23		5.3 by 5, f. f., a. l.	6	42 75
259	Colo.	35018	.....	Malta, Red Cliff	D. & R. G. R. W.	27.00	106 15		no r. a.	7	42 75
260	Ga.	15033	.....	Talbotton, Bostick.	T. R. R.	7.20	104 15		no r. a.	14	42 75
261	Tex.	31029	.....	Beaumont, Woodville.	S. & E. T. R. W.	55.75	102 14		7.6 by 6, f. f., a. l.	6	42 75
262	Iowa	27059	.....	Menlo, Guthrie Centre.	C. R. I. & P. R. R.	14.78	100 15		no r. a.	12	42 75
263	Dak.	35004	.....	Grand Forks, Larimore.	St. P. M. & M. R. W.	28.12	92 15		no r. a.	6	42 75
264	Dak.	35008	.....	Egan, Howard	C. M. & St. P. R. W.	46.43	91 13		no r. a.	6	42 75
265	Iowa	27068	.....	Newburgh, State Centre.	G. & M. R. R.	26.88	91 14		no r. a.	6	42 75
266	Ill.	23068	.....	Peoria, Farmington.	P. & F. R. W.	24.85	90 12		no r. a.	12	42 75
267	Ky.	20026	.....	Shelbyville, Taylorsville.	L. & N. R. R.	16.13	89 15		8.4 by 7.10, f. f., a. l.	12	42 75
268	Dak.	35003	.....	Breckenridge, Durbin.	St. P. M. & M. R. W.	47.98	87 15		17.10 by 8.9 f. f., a. l.	6	42 75
269	Minn	26038	.....	Minneapolis, Winthrop.	M. & St. L. R. W.	71.10	86 11		7.4 by 7, f. f., a. l.	6	42 75
270	N. M.	39005	.....	Deming, El Paso	C. P. R. R. Co. leasee S. P. R. R. of N. Mex.	88.72	85 ..			7	42 75
271	Tenn	19016	.....	Dickson, Graham.	N. & T. R. R.	21	83 ..		no apt.	6	42 75
272	Minn	26030	.....	Luverne, Doon.	C. St. P. M. & O. R. W.	28.95	81 ..		no r. a.	6	42 75
273	Iowa	27067	.....	Humeston, Grand River.	H. & S. R. R.	28.92	76 10		no r. a.	6	42 75
274	Ga.	15032	.....	Suwanee, Lawrenceville.	L. Br. R. R.	9.9	75 15		in b. o.	6	42 75
275	N. Y.	6100	.....	Valley Stream, Oceans.	L. I. R. R.	8.50	74 23		in b. o.	12	42 75
276	Pa.	8058	.....	Jeddo, Freeland	L. V. R. R.	3.24	73 25		in b. o.	12	42 75
277	Iowa	27054	.....	Atlantic, Griswold.	C. R. I. & P. R. W.	14.88	72 15		no r. a.	12	42 75

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
							Dec. 20, '80	In Feb., 1882. New	246
							See dates	40.87 m. from Sept. 1, 1881. 50.68 m. from Nov. 10, 1881. New.	247
							July 11, '81	Curtailed to begin at Poncho Springs from July 1, 1882. 5.22 m. decrease. New.	248
							Nov. 22, '82	In Sept., 1881. New	249
							May 9, '81	Pay fixed only on 35.90 m. In Dec., 1881.	250
							Nov. 15, '80	In Feb., 1881. New	251
							Feb. 1, '82	In Apr., 1882. New	252
							Dec. 1, '81	In Mar., 1882. New	253
							Mar. 1, '82	In Apr., 1882. New	254
							Sept. 26, '81	New	255
							May 9, '81	In Oct., 1881. New	256
	48 73½		968 45		969 82		July 1, '81	2.12 m. from Oct. 15, 1879. Branch. In Apr 1-'81.	257
							July 1, '81	26.95 m from Aug. 10, 1881. In Aug., 1881.	258
							Jan. 16, '82	Route curtailed to begin at Malta from Mar. 1, 1882. New.	259
							May 23, '81	In Oct., 1881. New	260
							Aug. 15, '81	New	261
							Aug. 16, '80	In Feb., 1881. New	262
							Apr. 1, '81	17.02 m. from Mar. 1, 1882. In Mar., 1882.	263
							See dates	24.81 m. from July 1, 1881. 21.67 m. from June 10, 1882. .05 m. decrease.	264
							Sept. 15, '81	In Apr., 1881. New	265
							Dec. 20, '81	In Apr., 1882. New	266
							Mar. 1, '81	In Oct., 1881. New	267
							Apr. 1, '81	.11 m. increase. In May, 1882. New.	268
							Feb. 1, '82	In Apr., 1882. New	269
							Aug. 15, '81	New	270
							Mar. 1, '80	In October, 1881. New	271
							Nov. 17, '79	In October, 1881. New	272
							See dates	18.51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882.	273
							Mar. 16, '81	In October, 1881. New	274
	88 47½		363 37		327 04		July 1, '81	Combined weighings of Apr. and Aug., 1881.	275
							July 1, '81	New	276
							Mar. 10, '80	9.34 m. from Mar. 10, 1880; 5.54 m. from Oct. 18, 1880. In Feb., 1881. New.	277

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dolls.			
							Apr. 20, '81	9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch; main route not weigh'd. In April, 1882.	278
							Sept. 1, '81	In March, 1881. New	279
							May 10, '81	New	280
							July 1, '81	Formerly part of route 3041. In April, 1881.	281
							Nov. 1, '80	In Feb., 1881. New	282
	45 38		420 66		414 42		July 1, '82	.70 m. increase	283
							July 25, '81	In October, 1881. New	284
	38 48		687 84		619 14		July 1, '82		285
							Aug. 15, '81	In March and April, 1882. New.	286
							May 16, '81	New	287
							Mar. 28, '81	In October, 1881. New	288
	24 20		256 92		205 54		Jan. 1, '82	In January, 1882	289
							Jan. 1, '81	In Sept., 1881. New	290
							Jan. 20, '81	In Sept., 1881. New	291
							May 2, '81	In Dec., 1881. New	292
							Apr. 1, '81	In April, 1882. New	293
							Nov. 1, '81	New	294
	29 98		1,752 75		1,226 72		July 1, '82		295
							Mar. 1, '81	In April, 1882. New	296
	51 88		554 89		600 21		July 1, '81	In April, 1882. Branch.	297
	34 20		298 60		254 79		July 1, '81	In April, 1881. .31 m. increase.	298
							Mar. 24, '81	138.82 m. from Dec. 10, 1881. 2 m. decrease.	299
							July 1, '82	Formerly part of route 46014.	300
	42 75		383 72		479 65		July 1, '82	Formerly branch of route 46016.	301
	27 86		1,533 91		1,388 52		July 1, '82	.66 m. increase	302
	25 65		660 85		566 36		July 1, '82	6 trips in winter.	303
							Aug. 16, '81	.06 m. increase. New	304
							July 18, '81	In October, 1881. New	305
							July 1, '81	In October, 1881. New	306
							Feb. 15, '82	In May, 1882. Branch; main route, \$111.15.	307
			4,859,230 22		4,049,460 22				
					809,770 00				
			4,859,230 22		4,859,230 22				

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dolls.			
							Apr. 20, '81	9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch; main route not weigh'd. In April, 1882.	278
							Sept. 1, '81	In March, 1881. New	279
							May 10, '81	New	280
							July 1, '81	Formerly part of route 3041. In April, 1881.	281
							Nov. 1, '80	In Feb., 1881. New	282
	45 28		420 06		414 42		July 1, '82	.70 m. increase	283
							July 25, '81	In October, 1881. New	284
	88 48		687 84		619 14		July 1, '82		285
							Aug. 15, '81	In March and April, 1882. New.	286
							May 16, '81	New	287
							Mar. 28, '81	In October, 1881. New	288
	24 20		256 92		205 54		Jan. 1, '82	In January, 1882	289
							Jan. 1, '81	In Sept., 1881. New	290
							Jan. 20, '81	In Sept., 1881. New	291
							May 2, '81	In Dec., 1881. New	292
							Apr. 1, '81	In April, 1882. New	293
							Nov. 1, '81	New	294
	29 88		1,753 75		1,226 72		July 1, '82		295
							Mar. 1, '81	In April, 1882. New	296
	51 30		554 89		600 21		July 1, '81	In April, 1882. Branch.	297
	24 20		208 60		254 79		July 1, '81	In April, 1881. .31 m. increase.	298
							Mar. 24, '81	138.82 m. from Dec. 10, 1881. 2 m. decrease.	299
							July 1, '82	Formerly part of route 46014.	300
	42 75		383 72		479 65		July 1, '82	Formerly branch of route 46016.	301
	27 36		1,533 91		1,388 52		July 1, '82	.56 m. increase	302
	25 65		680 85		566 36		July 1, '82	6 trips in winter	303
							Aug. 16, '81	.06 m. increase. New	304
							July 18, '81	In October, 1881. New	305
							July 1, '81	In October, 1881. New	306
							Feb. 15, '82	In May, 1882. Branch; main route, \$111.15.	307
			4,859,230 22		4,049,480 22				
					806,770 00				
			4,859,230 22		4,859,230 22				

Index to Table G.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Atlantic and Pacific R. R.	373	39003		Chicago, Milwaukee and Saint Paul Railway	72	26037	
Amador Branch Railway	162	46023		Do.	89	35007	
Annapolis and Elk Ridge R. R.	127	10007		Do.	116	35001	
Atchison, Topeka & Santa Fé R. R.	43	38006		Do.	274	25039	
Do.	100	38006		Do.	318	35008	
Do.	105	39001		Do.	148	35002	
Do.	112	33011		Do.	157	26010	
Do.	121	33030g	33037	Do.	201	26009	
Do.	125	39001		Do.	205	23054	
Do.	192	33030		Do.	220	27034	
Do.	203	33023		Do.	185	27004	
Do.	222	33017		Do.	366	23036	
Do.	270	39004		Do.	379	35009	
Baltimore and Ohio R. R.	17	10003		Chicago, R. Island & Pacific R. R.	78	27017	
Do.	22	12002		Do.	2-1	27063	
Do.	170	8063		Do.	295	27062	
Do.	342	8063		Do.	311	27059	
Belmont Coal and Railroad Company	368	17018		Do.	336	27054	
Baton Rouge, Grosse Tete and Opelousas R. R.	381	30005		Chicago and Northwestern Railway	97	25038	
Bennington and Rutland R. R.	58	1006		Do.	206	27052	
Do.	64	2015		Do.	282	35010	
Black Diamond Coal Mining Company	339	46033		Do.	296	27071	
Blue Earth Branch of the Saint Paul and Sioux City R. R.	278	26029		Chicago, Saint Paul, Minneapolis and Omaha Railway	152	26020	
Boston and Albany R. R.	10	3025		Do.	171	34003	
Do.	149	3028		Do.	196	34003	
Boston and Providence R. R.	16	3025		Do.	230	25028	
Boston & New York Air Line R. R.	38	5014		Do.	268	25037	
Do.	304	5020		Do.	279	26029	
Boston, Concord & Montreal R. R.	46	1005		Do.	301	34017	
Do.	92	1006		Do.	330	26030	
Do.	175	1007		Chicago, Burlington & Quincy R. R.	225	27061	
Boston and Maine R. R.	257	3014		Chicago and Block Coal R. R. Co.	348	22031	
Do.	376	3013		Chicago and West Michigan Railway	353	24046	
Boston and Lowell Railroad Corporation	294	3017		Cincinnati, New Orleans and Texas Pacific Railway	100	20020	
Burlington, Cedar Rapids and Northern Railway	150	27003		Cincinnati, Effingham and Quincy Construction Company	244	23026	
Burlington & Missouri River R. R.	113	33012		Cincinnati and Portsmouth R. R.	207	21060	
California Pacific R. R.	98	46006		Clinton & Port Hudson R. R. (T. B. Lyons and D. W. Pipes, owners)	347	30006	
Do.	118	46008		Columbus and Rome R. R.	336	13024	
Do.	202	46007		Colorado Central R. R.	51	30017	
Carbondale Branch of the Kansas Pacific Railway	344	33014		Cotton Plant Railway	346	29006	
Cape Girardeau Railway	211	28045		Cumberland Valley R. R.	102	8030	
Carson and Colorado R. R.	159	45004		Do.	254	8071	
Central Pacific R. R.	14	46001		Do.	287	8080	
Do.	32	46010		Do.	355	8071	
Central Pacific R. R. (lessee San Pablo R. R.)	37	46032		Dallas and Wichita Railway	243	31030	
Central Pacific R. R. (lessee Southern Pacific R. R. of Arizona)	89	40001		Danville, Olney and Ohio River R. R.	248	23006	
Central Pacific R. R.	59	46028		Denver Pacific Railway and Telegraph Company	84	38007	
Central Pacific R. R. (lessee Los Angeles and San Diego R. R.)	138	46017		Denver and Boulder Valley R. R.	229	38002	
Central Pacific R. R. (lessee Berkeley Branch R. R.)	315	46024		Denver and Rio Grande Railway	49	38019	
Central Pacific R. R. (lessee Southern Pacific R. R. of New Mexico)	328	39005		Do.	56	38001	
Central Pacific R. R. (lessee Northern Railway)	154	46022		Do.	75	38012	
Central Pacific R. R.	161	45004		Do.	142	39002	
Central Vermont R. R.	35	2002		Do.	167	3-011	
Do.	55	2001		Do.	194	38015	
Do.	128	2016		Do.	206	38016	
Central Texas and Northwestern Railway	181	31021		Do.	276	38013	
Central Vermont R. R.	260	21002		Do.	283	38009	
Central Railroad of New Jersey	350	8079		Do.	306	38018	
Chester and Chester R. R.	271	14013		Denver and Rio Grande Western Railway	352	41014	
Chester & Lenoir Nar. Gauge R. R.	208	14007		Do.	364	41009	
Champlain and St. Lawrence R. R.	99	6066		Do.	366	41006	
Chattahoochee Railway	212	20027		Eastern R. R.	362	3010	
Chicago, Saint Louis and New Orleans R. R.	30	18001		Echo and Park City R. R.	186	41008	
Do.	40	30001		Elizabeth City and Norfolk R. R.	130	11026	
				Eureka and Palisade R. R.	144	43002	
				Evansville and Terre Haute R. R.	297	22039	
				Fernandina and Jacksonville R. R.	122	16009	
				Fitchburg R. R.	20	3021	
				Do.	21	3022	

Index to Table G—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Flint and Pere Marquette R. R.	182	24049		Lehigh Valley R. R.	333	8058	
Do.	219	24045		Do.	76	7018	
Freehold and New York Railway	233	7043		Little Rock, Mississippi River and Texas Railway	134	29007	
Fremont, Elkhorn and Missouri Valley R. R.	145	34010		Do.	255	29004	
Do.	261	34018		Little Rock and Fort Smith Railway	143	29003	
Fort Madison and Northwestern Railway	354	27064		Long Island R. R.	93	6045	
Fulton County Narrow Gauge Railway	341	23067		Do.	141	6048	
Galveston, Houston and Henderson R. R.	33	31001		Do.	160	6093	
Galveston, Harrisburgh and San Antonio Railway	47	31002		Do.	211	6094	
Do.	291	31014		Do.	372	6100	
Do.	303	31014		Do.	247	6044	
Grand Trunk Railway	308	21		Do.	280	6-45	
Grand Gulf and Port Gibson R. R.	261	18006		Do.	296	6094	
Greenville, Columbus and Birmingham R. R.	351	18011		Do.	372	6100	
Grinnell and Montezuma R. R.	319	27063		Do.	313	6045	
Gulf, Colorado and Santa Fé Railway	124	31033		Louisiana Western R. R.	81	30010	
Do.	132	31027		Louisville and Nashville R. R.	323	20026	
Do.	200	31027		Los Angeles & Independence R. R.	380	40020	
Gulf, Western Texas and Pacific Railway	267	31019		Morgan's Louisiana and Texas Railroad and Steamship Company	80	30003	
Helena and Iron Mountain R. R.	275	29008		Do.	252	30009	
Hot Springs R. R.	158	29005		Do.	305	30004	
Houston and Texas Central R. R.	48	31003		Milwaukee, Lake Shore and Western R. R.	337	25018	
Do.	119	31004		Mississippi Valley and Ship Island R. R.	382	18012	
Do.	135	31005		Maine Central R. R.	83	3	
Houston, East and West Texas Railway	241	31023		Manhattan, Alma and Burlington Railway	195	33030a 33033	
Do.	265	31023		Memphis and Little Rock R. R.	73	29001	
Humeston and Shenandoah R. R.	331	27067		Michigan Air Line Railway	298	24033	
International & G't Northern R. R.	34	31006		Minneapolis and Saint Louis Railway	111	26021	
Do.	42	31007		Do.	327	26038	
Do.	88	31007		Missouri Pacific Railway (Central Branch Division)	60	33003	
Do.	136	31026		Do.	65	33022	
Do.	213	31006 31032		Do.	82	33021	
Do.	228	31015		Do.	88	33026	
Do.	273	31006 31034		Missouri Pacific Railway	114	28040	
Do.	340	31008		Do.	158	33009	
Iron Mountain and Helena R. R.	343	29008		Do.	173	31022	
Junction City & Ft Kearney R. R.	133	33015		Do.	187	33030c 33033	
Joplin R. R.	272	33020		Do.	215	31017	
Kansas City, Lawrence and Southern Kansas R. R.	57	33006		Do.	216	31017	
Do.	96	33005		Do.	218	33030a 33031	
Do.	109	33004		Missouri Pacific Railway (Central Branch Division)	209	33030b 33032	
Do.	123	33019		Do.	21	33029	
Do.	225	33030c 33035		Do.	284	33027	
Kansas City, Ft Scott & Gulf R. R.	61	33008		Monterey R. R.	322	44030	
Do.	147	28036		Nashville and Tuscaloosa R. R.	329	19016	
Do.	246	23024		New York Central and Hudson River R. R.	2	6011	
Do.	258	33024		Do.	28	6106	
Do.	292	28041		Do.	31a	6013	
Kansas Central R. R.	236	33013		Do.	36	6018	
Kansas City, Saint Joseph and Council Bluffs R. R.	196	28044		Do.	66	6012	
Kentucky Central R. R.	62	20002		Do.	77	6022	
Kent County and Smyrna and Delaware Bay R. R.	177	10012		Do.	91	6016	
Do.	178	10012		Do.	183	6019	
Do.	179	10012		Do.	199	6021	
Knox and Lincoln R. R.	85	15		Do.	226	6015	
Lake Shore and Michigan Southern Railway	4	6052		Do.	245	6014	
Do.	5	6052		Do.	312	6-23	
Do.	6	6052		Do.	356	6020	
Do.	7	6052		New York, New Haven and Hartford R. R.	31	6109	
Do.	8	6052		Do.	5a	5005	
Do.	9	6052		Do.	14a	5004	
Do.	11	6052		New York, Providence and Boston R. R.	15	4002	
Do.	13	6052		New York, Lake Erie and Western R. R.	24	3034	
Lawrenceville Branch R. R.	332	15032		Do.	29	6008	
Lehigh Valley R. R.	45	8010					

Index to Table G—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
New York and New England R. R.	24	3034		Saint Paul, Minneapolis and Manitoba Railway	137	20055	
Do	44	5007		Do	151	85011a	35011
Do	857	3006		Do	251	20034	
New Jersey Southern R. R.	181	7026		Do	317	35004	
Do	184	7026		Do	325	35003	
Do	256	7026		Saint Joseph and Western R. R.	118	25007	
New Orleans Pacific Railway	217	30002		Saint Joseph Valley R. R.	299	21050	
Nevada County Narrow Gauge R. R.	176	46019		Saint Paul and Duluth R. R.	204	20033	
Nevada Central Railway	249	45003		Do	363	20036	
N. D. Rideout, purchaser California Northern R. R.	188	40009		Salina and Southwestern Railway	263	38028	
Northern Pacific R. R.	223	43009		Sandy River R. R.	269	20	
Northern Pacific R. R. (Pacific Division)	172	43001		San Francisco and North Pacific R. R.	370	46027	
North Pacific Coast R. R.	166	46016		Do	107	46011	
Do	369	46036		Santa Cruz R. R.	826	46021	
Northwestern Mining and Exchange Company	375	4180		Savannah, Florida and Western Railway	41	15009	
Old Colony R. R.	53	3038		Seattle and Walla Walla R. R.	350	43002	
Do	54	3046		Sedalia, Warsaw and Southern Railway	288	20042	
Do	840	3048		Solomon R. R.	180	330.5	
Do	340	3038		Somerset and Cambria R. R.	293	4070	
Do	70a	3049		Southern Pacific R. R.	52	40003	
Olympia and Chehalis Valley R. R.	231	43009		Do	103	46014	
Omaha & Republican Valley M. R.	164	34008		Do	108	46002	
Do	224	34015		Do	264	46034	
Do	240	34014		Do	314	46013	
Omaha and Republican Valley R. R. and Marysville and Blue Valley R. R.	285	34013		Do	374	46038	Part 46014 (old)
Omaha, Niobrara and Black Hills R. R.	234	34012		South Pacific Coast R. R.	194	46081	
Do	269	34017		Stockton and Copperopolis R. R.	126	46012	
Oregon and California R. R.	70	44001		Do	302	46-85	
Do	165	44002		Strasburgh R. R., Isaac Phenegar, lessee	356	8026	
Oregon Railway and Navigation Company	63	44005		Talbotton R. R.	309	15083	
Do	69	43008		Texas and Pacific Railway	50	31009	
Peninsular R. R.	227	18011		Do	67	31010	
Penninsula R. R.	316	10015		Texas and New Orleans R. R.	74	31012	
Pennsylvania Company	18	21002		Texas Pacific and Missouri Pacific Railway	94	31028	
Pennsylvania R. R.	1	7004		Texas and Saint Louis Railway	153	31025	
Do	3	8001		Texas Trunk Railway	900	31031	
Do	117	9027		Texas Western Railway	378	31029	
Do	120	7005		Toledo, Delphos and Burlington Railway	807	21065	
Do	140	8081		Do	277	21081	
Do	345	8-83		Toledo, Ann Arbor and Grand Trunk Railway	238	24029	
Do	371	7005		Troy and Boston R. R.	19	8067	
Do	163	7004		Union Pacific Railway	37	33001	
Do	197	7005		Do	66	41003	
Peoria, Decatur and Evansville Railway	146	23024		Do	129	33002	
Peoria and Farmington R. R.	321	23008		Utah Central Railway	71	41001	
Port Huron and Northwestern Railway	163	24042		Utah and Nevada Railway	324	41003	
Do	263	24025		Yaca Valley and Clear Lake R. R.	250	46015	
Providence and Worcester R. R.	290	3-60		Valley Railway	191	21078	
Do	320	3050		Virginia Midland Railway	130	11025	
Richmond and Alleghany R. R.	242	11027		Virginia and Truckee R. R.	87	45001	
Rio Grande R. R.	387	21018		Vinalia R. R.	232	46018	
Roswell R. R.	338	15035		Walla Walla and Columbia River R. R.	214	43004	
Saline and East Texas Railway	310	31029		Wabash, Saint Louis and Pacific Railway	253	27016	
Sacramento and Placerville R. R.	155	46005		Do	219	27080	
Saint John's and Lake Eustis Railway	277	16008		West Feliciana R. R.	377	30007	
Saint Louis, Keokuk and Northwestern Railway	55a	28018		Western Maryland R. R.	334	10021	
Saint Louis, Iron Mountain and Southern Railway	210	29010		Winona and Saint Peter R. R.	149	26014	
Saint Paul, Minneapolis and Manitoba Railway	101	35005		Worthington and Sioux Falls R. R.	174	26020	

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Amador Branch Railway	143	46023		Chicago, Milwaukee and Saint Paul Railway	264	35008	
Annapolis and Elk Ridge R. R.	136	10007		Do	296	25036	
Atchison, Topeka & Santa Fe R. R.	37	38006		Do	304	35009	
Do	55	38006		Do	97	35007	
Do	107	33011		Chicago & Northwestern Railway	104	25038	
Do	112	33033	33037	Do	110	27052	
Do	114	39001		Do	247	35010	
Do	145	39001		Chicago, Rock Island and Pacific Railway	70	27017	
Do	176	33017		Do	246	27063	
Do	180	33030		Do	257	27062	
Do	188	33023		Do	252	27071	
Do	241	39004		Do	262	27059	
Atlantic and Pacific R. R.	299	39003		Do	277	27054	
Baltimore and Ohio R. R.	14	10003		Do	307	27017	
Do	16	12002		Chicago, Saint Louis and New Orleans R. R.	30	18001	
Do	297	8063		Do	32	30001	
Baton Rouge, Grosse Tete and Opelousas R. R.	303	30005		Chicago, Saint Paul, Minneapolis and Omaha Railway	135	34003	
Belmont Coal and Railroad Company	305	17018		Do	187	34003	
Bennington and Rutland R. R.	46	2018		Do	204	25028	
Do	52	2015		Do	224	26020	
Black Diamond Coal Mining Company	280	46033		Do	239	25037	
Blue Earth Branch Saint Paul and Sioux City R. R.	245	26029		Do	272	26030	
Boston and Albany R. R.	8	3025		Chicago and West Michigan Railway	290	24046	
Do	230	3028		Cincinnati, Effingham and Quincy Construction Company	228	23028	
Boston, Concord and Montreal R. R.	54	1005		Cincinnati, New Orleans and Texas Pacific Railway	53	20020	
Do	73	1006		Cincinnati and Portsmouth R. R.	172	21066	
Do	123	1007		Colorado Central R. R.	60	38017	
Boston and Maine R. R.	298	3013		Concord R. R.	25	1001	
Boston and N. Y. Air Line R. R.	49	5014		Cumberland Valley R. R.	83	8030	
Boston and Providence R. R.	19	3035		Dallas and Wichita Railway	227	31030	
Burlington, Cedar Rapids and Northern Railway	123	27003		Danville, Olney & Ohio River R. R.	231	23006	
Burlington and Missouri River Railroad in Nebraska	117	33012		Denver Pacific Railway and Telegraph Company	79	38007	
California Northern R. R. (purchaser, N. D. Rideout)	219	46009		Denver and Rio Grande Railway	45	38019	
California Pacific R. R.	125	46008		Do	58	34001	
Do	189	46006		Do	88	38012	
Do	283	46007		Do	98	39002	
Cape Girardeau Railway	220	28045		Do	105	38004	
Carson and Colorado R. R.	182	45004		Do	185	38010	
Central Pacific R. R.	12	46001		Do	186	38011	
Do	42	46010		Do	202	38015	
Central Pacific R. R. (lessee San Pablo Railroad)	43	46032		Do	238	38016	
Central Pacific R. R.	48	40001		Do	243	38013	
Do	66	46028		Do	248	38009	
Central Pacific R. R. (lessee Los Angeles and San Diego Railroad)	100	46017		Do	259	38018	
Central Pacific R. R. (lessee Northern Railway)	146	46022		Do	294	41009	
Central Pacific R. R.	199	46029		Denver and Boulder Valley R. R.	201	38002	
Central Pacific R. R. (lessee Pacific Railroad of New Mexico)	270	39005		Echo and Park City R. R.	197	41008	
Central Railroad of New Jersey	287	8079		Elizabeth City and Norfolk R. R.	155	11026	
Central Vermont R. R.	33	2002		Eureka and Palsade R. R.	157	45002	
Do	39	2001		Evansville and Terre Haute R. R.	233	22039	
Do	152	2016		Fernandina and Jacksonville R. R.	138	16009	
Champlain and St. Lawrence R. R.	87	6066		Fitchburgh R. R.	20	3021	
Chattahoochee Railway	221	20027		Do	26	8022	
Chester and Lenoir Narrow Gauge R. R.	196	14007		Flint and Pere Marquette R. R.	137	24045	
Chicago, Burlington & Quincy R. R.	192	27061		Do	193	24049	
Chicago, Milwaukee and Saint Paul Railway	34	23054		Fort Madison and Northwestern Railway	291	27064	
Do	86	28037		Freehold and New York Railway	210	7043	
Do	132	25004		Fremont, Elkhorn and Missouri Valley R. R.	160	34010	
Do	144	27034		Do	235	34018	
Do	147	35001		Fulton Company Narrow Gauge Railway	282	23067	
Do	162	35002		Galveston, Harrisburgh and San Antonio Railway	84	31002	
Do	174	26010		Galveston, Harrisburgh and San Antonio Railway	256	31014	
Do	207	26009		Greenville, Columbus and Birmingham R. R.	288	18011	
Do	242	25039					

Index to Table H—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
-Grinnell and Montezuma R. R.	265	27068	.....	Missouri Pacific Railway Co.	74	31022	.....
-Gulf, Colorado and Santa Fé R. R.	120	31027	.....	Do.	82	31017	.....
Do.	141	31033	.....	Missouri Pacific Railway (Central Branch Division)	91	33026	.....
Do.	158	31027	.....	Missouri Pacific Railway Co.	94	31017	.....
Hot Springs R. R.	129	29005	.....	Missouri Pacific Railway	130	28040	.....
Houston and Texas Central R. R.	36	31003	.....	Do.	134	33030a 33031	.....
Do.	110	31004	.....	Do.	163	33009	.....
Do.	122	31005	.....	Do.	190	31013	.....
Humeston and Shenandoah R. R.	273	27067	.....	Missouri Pacific Railway (Central Branch Division)	203	33030b 33032	.....
International and Great Northern R. R.	38	31006	.....	Missouri Pacific Railway	212	33030c 33033	.....
Do.	51	31007	.....	Missouri Pacific Railway (Central Branch Division)	222	33029	.....
Do.	59	31007	.....	Morgan's Louisiana and Texas Railroad and Steamship Company	75	30003	.....
Do.	77	31006	.....	Nashville and Tuscaloosa R. R.	271	19016	.....
Do.	156	31026	.....	Nevada County Narrow Gauge R. R.	128	46019	.....
Do.	200	31015	.....	New Jersey Southern R. R.	229	7026	.....
Do.	302	31008	.....	Do.	257	7026	.....
Iron Mountain and Helena R. R.	284	29008	.....	New Orleans Pacific Railway	131	30002	.....
Junction City and Fort Kearney R. R.	153	33015	.....	New York Central and Hudson River R. R.	2	6011	.....
Kent County and Smyrna and Delaware Bay R. R.	150	10012	.....	Do.	22	6106	.....
Kentucky Central R. R.	67	20002	.....	Do.	28	6012	.....
Kansas Central R. R.	215	33013	.....	Do.	36a	6013	.....
Kansas City, Fort Scott and Gulf R. R.	64	33008	.....	Do.	40	6018	.....
Do.	173	28036	.....	Do.	81	6022	.....
Kansas City, Lawrence and Southern Kansas R. R.	61	33006	.....	Do.	90	6016	.....
Do.	99	33005	.....	Do.	171	6019	.....
Do.	111	33004	.....	Do.	194	6015	.....
Do.	167	33019	.....	Do.	225	6021	.....
Do.	214	33030e 33035	.....	New York, Lake Erie and West'n R. R.	17	6001	.....
Kansas City, Saint Joseph and Council Bluffs R. R.	206	28044	.....	Do.	35	6008	.....
Knox and Lincoln R. R.	93	15	.....	New York and New England R. R.	21	3034	.....
Lake Shore and Michigan Southern Railway	4	6052	.....	Do.	56	5007	.....
Do.	5	6052	.....	Do.	292	3006	.....
Do.	6	21007	.....	New York, New Hampshire and Hartford R. R.	5a	5005	.....
Do.	7	6052	.....	Do.	16a	5004	.....
Do.	9	6052	.....	Do.	41	6109	.....
Do.	11	21045	.....	New York, Providence and Boston R. R.	18	4002	.....
Do.	15	6052	.....	Northern Pacific R. R.	164	43001	.....
Lawrenceville Branch R. R.	274	15032	.....	Do.	223	43009	.....
Lehigh Valley R. R.	44	8010	.....	North Pacific Coast R. R.	170	46016	.....
Do.	89	7018	.....	Do.	301	46036	.....
Do.	276	8058	.....	Northwestern Mining and Exchange Company	289	8130	.....
Little Rock and Fort Smith Railway	118	29003	.....	Old Colony R. R.	27	3038	.....
Little Rock, Mississippi River and Texas Railway.	159	29007	.....	Do.	77a	3039	.....
Do.	233	29004	.....	Do.	149	3046	.....
Long Island R. R.	85	6045	.....	Do.	281	3048	.....
Do.	103	6063	.....	Olympia and Chehalis Valley R. R.	205	43003	.....
Do.	148	6046	.....	Omaha, Niobrara and Black Hills R. R.	209	34012	.....
Do.	165	6094	.....	Do.	240	34017	.....
Do.	275	6100	.....	Omaha and Republican Valley R. R.	168	34008	.....
Louisiana Western R. R.	63	30010	.....	Do.	191	34015	.....
Louisville and Nashville R. R.	267	20026	.....	Oregon and California R. R.	183	44002	.....
Maine Central R. R.	115	3	.....	Oregon Railway and Navigation Company	72	44005	.....
Manhattan, Alma and Burlington game Railway	213	33030d 33034	.....	Do.	78	43008	.....
Memphis and Little Rock R. R.	68	29001	.....	Peninsula R. R.	198	16011	.....
Milwaukee, Lake Shore and Western R. R.	278	25018	.....	Pennsylvania Company	13	21002	.....
Minneapolis and Saint Louis Railway	124	26021	.....	Pennsylvania R. R.	1	7004	.....
Do.	269	26038	.....	Do.	3	8001	.....
Mississippi Valley and Ship Island R. R.	306	18012	.....	Do.	113	8027	.....
Missouri Pacific Railway (Central Branch Division)	50	33003	.....	Do.	126	7005	.....
Missouri Pacific (Central Branch Division) Railway	57	23022	Do.	177	7005
Do.	69	33021	Do.	184	7004
				Do.	195	7005
				Do.	237	8081

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Pennsylvania R. R.	286	8083		Southern Pacific R. R.	71	46014	
Peoria, Decatur and Evansville				Do	108	46002	
Railway	169	23024		Do	300	46038	
Peoria and Farmington Railway	266	23068		Southern Pacific Coast R. R.	121	46031	
Port Huron and Northwestern				Stockton and Copperopolis R. R.	127	46012	
Railway	151	24042		Talbotton R. R.	280	15033	
Do	236	24025		Texas and New Orleans R. R.	62	31012	
Richmond and Alleghany R. R.	226	11027		Texas and Pacific Railway	24	31010	
Roswell R. R.	279	15035		Do	95	31009	
Sabine and East Texas Railway	261	31029		Do	96	31011	
Sacramento and Placerville R. R.	178	46005		Texas Pacific and Missouri Pa-			
Saint Johns and Lake Eustis				cific Railway	101	31028	
Railway	244	18008		Do	106	31028	
Saint Joseph and Western R. R.	116	33007		Texas and Saint Louis Railway	142	31025	
Saint Joe Valley R. R.	254	24050		Texas Trunk Railway	255	31031	
Saint Louis, Keokuk and North-				Texas Western Railway	295	31020	
western Railway	76	28018		Toledo, Ann Arbor and Grand			
Saint Louis, Iron Mountain and				Trunk Railway	217	24020	
Southern Railway	218	29010		Toledo, Delphos and Burlington			
Saint Paul, Minnesota and Mani-				R. R.	216	21061	
toba Railway	109	35005		Do	258	21065	
Do	161	26035		Troy and Boston R. R.	23	6067	
Do	175	35011a	33011	Union Pacific Railway	10	34001	
Do	232	26034		Do	29	33001	
Do	263	35004		Do	47	41003	
Do	268	35003		Do	119	33002	
Saint Paul and Duluth R. R.	211	26033		Utah Central Railway	102	41001	
Do	293	26036		Valley Railway	154	21073	
San Francisco and North Pacific				Virginia Midland Railway	166	11025	
R. R.	92	46011		Virginia and Truckee R. R.	65	45001	
Do	285	46027		Visalia R. R.	208	46018	
Savannah, Florida and Western				Wabash, Saint Louis and Pacific			
Railway	31	15009		Railway	234	27060	
Sedalia, Warsaw and Southern				Walla Walla and Columbia River			
Railway	249	28042		R. R.	80	43004	
Solomon R. R.	181	33025		Winona and Saint Peter R. R.	139	26014	
Somerset and Cambria R. R.	250	8070		Worthington and Sioux Falls R. R.	179	26020	

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the compared with 1881.

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881. Length of route.
				<i>Miles.</i>
Maine	1	Augusta to Skowhegan	Maine Central Railroad	37.99
	Part. 5	Augusta to Waterville		19.21
	Part. 5	Portland to Bangor	Maine Central Railroad	128.10
	5	Waterville to Bangor		55.57
	6	Portland to Skowhegan	Maine Central Railroad	
	6	Portland to Augusta	do	63.28
	6	Portland to Bangor	do	
	9	Portland to Portsmouth	Eastern Railroad	52.56
	11	Salmon Falls to Portland	Boston and Maine Railroad	45
	12	Bangor to Vanceborough	European and North American Railway.	113.93
	1001	Concord to Nashua	Concord Railroad Corporation	36.28
	1005	Concord to Wells River	Boston, Concord and Montreal Railroad.	
New Hampshire	1008	Concord to White River Junction.	Northern Railroad.	69.64
	2001	Burlington to Rouse's Point	Central Vermont Railroad.	57.15
	Part. 2001	Essex Junction to St. Albans		24.50
Vermont	2002	Windsor Junction to Essex Junction.	Central Vermont Railroad.	119.87
	Part. 2003	White River Junction to Essex Junction		97.20
	2003	Bellows Falls to Burlington	Central Vermont Railroad.	120.27
	2010	White River Junction to Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley Railroad.	114.30
	Part. 2010	White River Junction to Newport.		
	Part. 2010	White River Junction to Newport.		
Massachusetts	3001	Boston to Portsmouth	Eastern Railroad	57.28
	3001	Boston to Portland	do	
	3011	Boston to Salmon Falls	Boston and Maine Railroad	71.50
	3011	Boston to Portland	do	
	3016	Boston to Lowell	Boston and Lowell Railroad Corporation.	25.81
	3021	Boston to Greenfield	Fitchburgh Railroad	105.71
	3022	Greenfield to North Adams	do	87.12
	3025	Boston to Albany	Boston and Albany Railroad	202.24
	Part. 3025	Boston to Springfield		98.38
	Part. 3025	Springfield to Albany		103.86
	3029	Pittsfield to North Adams	Boston and Albany Railroad	
	3035	Boston to Providence	Boston and Providence Railroad	44.19
	3038	Boston to South Braintree	Old Colony Railroad	
	3039	South Braintree Junction, n. o., to Newport.	do	
	Part. 3039	South Braintree Junction, n. o., to Middleborough.		
	3041	Middleborough to Provincetown.	Old Colony Railroad	
	3067	Springfield to South Vernon Junction, n. o.	Connecticut River Railroad	52.85
	3073	Lewell to Nashua	Boston and Lowell Railroad Corporation.	14.48
Rhode Island	4002	Providence to Groton	New York, Providence and Boston Railroad.	62.57
Connecticut	5004	New Haven to New London	New York, New Haven and Hartford Railroad.	51.71
	5005	New York to Springfield	do	135.59
New York	Part. 5005	New York to New Haven		73.23
	Part. 5005	New Haven to Springfield		62.36
	6001	New York to Dunkirk	New York, Lake Erie and Western Railroad.	459
	Part. 6001	New York to Hornellsville		332
New York	Part. 6011	Hornellsville to Dunkirk		127
	6011	New York to Buffalo	New York Central and Hudson River Railroad.	442

fiscal years ending June 30, 1881, and June 30, 1882, and the increase or decrease of 1882 as and the reasons therefor.

June 30, 1881.		June 30, 1882.		Length of route.			Increase per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.				Pay per mile.	Pay per annum.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
50 00	960 50								Covered by route No. 6.
50 00	2, 778 50								Do.
50 00	3, 164 00	102. 56	15 62	1, 601 98	1, 601 98				Established July 1, 1881.
		137. 72	100 00	13, 772 00	6, 869 00				Covered by route No. 6.
									Increase in length of cars
									September 1, 1881.
50 00	2, 628 00								Covered by route No. 3001.
33 32	1, 499 40								Covered by route No. 3011.
25 00	2, 848 25	114. 02	37 50	4, 275 75	1, 427 50				Increase in distance and one
									line.
40 00	1, 451 20	36. 28	40 00	1, 451 20					Established July 1, 1881.
		94. 01	9 37	880 87	880 87				
38 75	2, 698 55	69. 64	40 62	2, 828 77	130 22				Increase in length of cars.
		57. 10							
50 00	1, 225 00	24. 50	50 00	1, 225 00					
		110. 13							
50 00	4, 860 00	96	50 00	4, 800 00	60 00				Decrease in distance.
15 00	1, 804 05				1, 804 05				Discontinued.
14 37	1, 642 49	115. 02							
		105. 30	21 87	2, 302 91	660 42				Decrease in distance. Ad-
									ditiional line from Septem-
50 00	2, 864 00	109. 08	100 00	10, 908 00	5, 416 00				ber 1, 1881.
									Extended to Portland.
33 32	2, 382 88	116. 33	31 25	3, 635 31	246 47				Decrease in distance. In-
50 00	1, 290 50	26. 02	50 00	1, 301 00	10 50				crease in length of cars
									September 1, 1881.
18 75	1, 982 06	105. 71	18 75	1, 982 06					Extended to Portland.
18 75	696 00	37. 12	18 75	696 00					Decrease in length of cars.
		202. 06							Increase in distance.
135 00	16, 916 40	98. 63	185 00	25, 238 07	8, 311 67				Additional line from Jan-
35 00		103. 43	67 50						
		21. 18	10 00	211 80	211 80				uary 2, 1882, and increase
76 00	3, 358 44	44. 19	77 00	3, 402 63	44 19				in length from June 30,
		11. 36	12 50	142 00	142 00				1882.
		61. 25							Established April 20, 1882.
		23. 09	12 50	288 62	288 62				Increase in length of cars.
		86. 30	12 50	1, 078 75	1, 078 75				Established July 1, 1881.
									Do.
									Do.
28 75	1, 450 72				1, 450 72				Discontinued.
50 00	724 00	14. 77	50 00	738 50	14 50				Increase in distance.
50 00	3, 128 50	62. 10	50 00	3, 105 00	23 50				Decrease in distance.
85 00	4, 895 35	51. 71	75 00	3, 878 25	517 10				Decrease in length.
		135. 59							
214 00	25, 773 54	73. 23	199 08	23, 025 28	2, 748 26				Decrease in service.
162 00		62. 36	135 45						
		459. 55							
80 00	31, 640 00	332	80 00	31, 662 00	22 00				Increase in distance.
40 00		127. 53	40 00						
		442							

I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881.
				Length of route.
				Miles.
New York	Part.	New York to Syracuse		277.75
	Part.	Syracuse to Buffalo		164.25
	6013	Syracuse to Rochester	New York Central and Hudson River Railroad.	104
	6052	Buffalo to Chicago	Lake Shore and Michigan Southern Railway.	542
	Part.	Buffalo to Cleveland		184.50
	Part.	Cleveland to Elyria		25.70
	Part.	Elyria to Millbury		79.30
	Part.	Millbury to Toledo		8.50
	Part.	Toledo to Elkhart		143
	6067	Elkhart to Chicago		101
New Jersey	6067	Troy to North Adams	Troy and Boston Railroad.	50
	7004	New York to Philadelphia	Pennsylvania Railroad	90
Pennsylvania	8001	Philadelphia to Pittsburgh	do	353.60
	8013	Pottsville to Herndon	Philadelphia and Reading Railroad.	
	Part.	Pottsville to Shamokin		287.90
	8022	Sunbury to Erie	Pennsylvania Railroad	39.82
Maryland	Part.	Sunbury to Williamsport		96
	10001	Baltimore to Philadelphia	Philadelphia, Wilmington and Baltimore Railroad.	
	10002	Baltimore to Sunbury	Northern Central Railway	140.70
	10003	Baltimore to Wheeling	Baltimore and Ohio Railroad.	393.92
Virginia	Part.	Baltimore to Grafton		294
	Part.	Grafton to Bellaire		98.92
	10013	Bay View, n. o., to Washington	Baltimore and Potomac Railroad.	46.10
	11001	Washington to Richmond	Richmond, Fredericksburgh and Potomac Railroad.	116
	11002	Alexandria to Lynchburgh	Virginia Midland Railway	167.71
	11006	{ Richmond to Danville }	Richmond and Danville Railroad.	282.34
		{ Danville to Charlotte }		
	11008	Richmond to Petersburg	Richmond and Petersburg Railroad.	23.39
	11009	Petersburgh to Weldon	Petersburgh Railroad	65.31
	11013	Lynchburgh to Bristol	Norfolk and Western Railroad	205.52
West Virginia	11016	Lynchburgh to North Danville	Virginia Midland Railway	66.34
	11018	Washington to Alexandria	Alexandria and Washington Railroad.	7
	12002	Grafton to Parkersburgh	Baltimore and Ohio Railroad	104.50
	13002	Weldon to Wilmington	Wilmington and Weldon Railroad	162.07
North Carolina	14002	Columbia to Wilmington	Wilmington, Columbia and Augusta Railroad.	110.00
	14004	Charleston to Savannah	Charleston and Savannah Railway	115
	14005	Charleston to Florence	Northeastern Railroad	102
	15001	Atlanta to Air Line Junction	Atlanta and Charlotte Air Line Railroad.	269.33
Georgia	15002	Atlanta to Chattanooga	Western and Atlantic Railroad.	138.47
	15003	Atlanta to West Point	Atlanta and West Point Railroad.	86.60
	15004	Augusta to Atlanta	Georgia Railroad and Banking Company.	172.59
	15009	Savannah to Jacksonville	Savannah, Florida and Western Railway.	172.75
Alabama	17001	Montgomery to West Point	Western Railroad Company of Alabama.	88
	17012	Mobile to Montgomery	Louisville and Nashville Railroad	179.67
	17013	Mobile to New Orleans	do	141.71
Mississippi	18001	Canton to Cairo	Chicago, Saint Louis and New Orleans Railroad.	344.27
Tennessee	19002	Bristol to Chattanooga	East Tennessee, Virginia and Georgia Railroad.	242.10
	19004	Nashville to Chattanooga	Nashville, Chattanooga and Saint Louis Railway.	151

COST OF RAILWAY POST-OFFICES.

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for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

June 30, 1881.		Length of route.	June 30, 1882.		Increase per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.		Pay per mile.	Pay per annum.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
300 00	127, 672 50	289.50	320 00	135, 340 00	7, 687 50		Change in distances and increase in cars.
270 00			280 00				
30 00			40 00				
	3, 120 00	104		4, 160 00	1, 040 00		Increase in length of cars.
		540.28					
270 00	118,471 23	183.76	280 00	116,989 45		1,481 78	Change in distances and running of cars.
275 31			25.50				
135 00			79.30				
280 62			8				
132 50			142.70				
292 50			101.02				
18 75	937 50	48.46	18 75	908 62		28 88	Decrease in distance.
355 00	31,950 00	89.54	375 00	33,577 50	1,627 50		Decrease in distance and increase in cars.
225 00	79,560 00	353	225 00	79,425 00		135 00	Decrease in distance.
		81.03					
		60	10 00	600 00	600 00		Established July 1, 1881.
25 00	995 50	288.49	25 00	995 25		25	Decrease in distance.
100 00	9,600 00	39.81	100 00	9,600 00			
25 00	3,517 50	96	25 00	3,445 00		72 50	Do.
80 00	27,516 80	137.80	80 00	27,354 40		162 40	Do.
40 00			40 00				
100 00			100 00				
120 00			120 00				
105 00	17,609 55	394.30	80 00	13,416 80		4,182 75	Decrease in R. P. O. service.
50 00	14,327 00	293.75	25 00	14,854 20	527 20		From July 1 to Nov. 19, 1881, pay for R. P. O. cars was at the rate of \$22,587.20 per annum; \$80 per mile for 282.34 miles.
80 00	1,871 20	96.36	80 00	1,871 20			
80 00	5,224 80	46.10	80 00	5,224 80			
25 00	5,138 00	116.00	25 00	5,138 00			
105 00	6,965 70	167.71	80 00	5,307 20		1,658 50	Decrease in R. P. O. service.
25 00	175 00	140.60	25 00	175 00			
40 00	4,180 00	141.74	40 00	4,180 00			
80 00	12,965 60	23.39	80 00	12,965 60			
25 00	2,750 00	65.31	80 00	8,800 00	6,050 00		Increase in R. P. O. service.
25 00	2,875 00	205.52	50 00	5,750 00	2,875 00		Do.
50 00	5,100 00	66.34	50 00	5,100 00			
80 00	21,546 40	7	80 00	21,546 40			
65 00	9,000 55	104.50	65 00	9,000 55			
50 00	4,330 00	162.07	50 00	4,330 00			
15 00	2,588 85	110	15 00	2,588 85			
25 00	2,425 00	172.59	35 62	6,153 35	3,728 35		To September 19, 1881, the pay was for 97 miles only to Waycross. From that date route was extended to Jacksonville, Fla., covering route 16019.
50 00	4,400 00	172.75	50 00	4,400 00			
50 00	8,983 50	88	50 00	8,983 50			
50 00	7,085 00	179.67	50 00	7,085 00			
25 00	8,606 75	141.71	25 00	8,606 75			
25 00	6,052 50	344.27	25 00	6,052 50			
12 50	1,887 50	242.10	12 50	1,887 50			
		151					

I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881. Length of route. Miles.
Kentucky	20004	Cincinnati to Louisville	Louisville and Nashville Railroad	110
	20005	Louisville to Nashville	do.....	112.13
	20008	Bowling Green to Memphis	do.....	73.10
	20017	Cincinnati Junction (n. o.) to Louisville and Nashville Junction (n. o.)	do.....	263.20
				4
Ohio	21001	Bellaire to Columbus	Central Ohio Railroad	106.03
	21002	Pittsburgh to Chicago	Pennsylvania Company	468.20
	21007	Elyria to Millbury	Lake Shore and Michigan South- ern Railway	74.86
	21010	Chicago to Newark	Baltimore and Ohio Railroad	88.88
	21014	Columbus to Cincinnati	Pittsburgh, Cincinnati and Saint Louis Railway	120.16
	21015	Columbus to Indianapolis	do.....	189.07
	22016	Galion to Indianapolis	Cleveland, Columbus, Cincinnati and Indianapolis Railway	203.96
	21019	Toledo to Quincy	Wabash, Saint Louis and Pacific Railway	474.54
	21028	Cincinnati to Parkersburgh ..	Marietta and Cincinnati Railroad ..	195.15
	21032	Columbus to Pittsburgh	Pittsburgh, Cincinnati and Saint Louis Railway	193.86
	21042	Cleveland to Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Railroad	164.34
	21045	Toledo to Elkhart	Lake Shore and Michigan South- ern Railway	80 134.35
	21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio Railroad	271.03
	22002	Indianapolis to Terre Haute ..	Terre Haute and Indianapolis Rail- road	74.39
Indiana	22003	Indianapolis to Cincinnati	Cincinnati, Indianapolis, Saint Louis and Chicago Railway	111.50
	22005	Indianapolis to Lafayette	do.....	64.90
	22010	Cincinnati to East Saint Louis ..	Ohio and Mississippi Railway	338.06
	22025	Indianapolis to Terre Haute	Indianapolis and Saint Louis Rail- road	72.45
	22029	Lafayette to Kankakee	Cincinnati, Lafayette and Chicago Railroad	72.75
	22043	Terre Haute to East Saint Louis	Indianapolis and Saint Louis Rail- road	189.99
	22044	do	Terre Haute and Indianapolis Rail- road	166.69
	23001	Chicago to Milwaukee	Chicago and Northwestern Rail- way	85.37
	23002	Chicago to Freeport	do.....	121.29
Illinois	23003	Chicago to Union Pacific Transfer	do.....	491.18
	23007	Chicago to Burlington	Part R. P. O. Part R. P. O. Chicago, Burlington and Quincy Railroad	219 272.18 208.02
	23010	Galesburgh to Quincy	Part R. P. O. Part R. P. O. Chicago, Burlington and Quincy, Railroad	38.61 169.41 101.57
	23015	Chicago to Davenport	Chicago, Rock Island and Pacific Railroad	182.92
	23017	Chicago to East Saint Louis	Chicago and Alton Railroad	281.13
	23020	Chicago to Cairo	Illinois Central Railroad	363.32 55.87 143.84 164.11 246.93 68.80 12.51
	23021	Dubuque to Centralia	do.....	
	23023	Decatur to East Saint Louis ..	Wabash, Saint Louis and Pacific Railway	
	23028	Terre Haute to East Saint Louis	Indianapolis and Saint Louis Rail- road	189.99
	23031	East Saint Louis to Terre Haute	Terre Haute and Indianapolis Railroad	166.69

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

June 30, 1881.		June 30, 1882.		Length of route.	Pay per annum.	Pay per mile.	Pay per annum.	Increase per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.	Pay per mile.	Pay per annum.							
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
60 00	6,522 00	110	60 00	6,522 00						
60 00	8,920 80	112.13	60 00	8,920 80						
30 00		73.10	30 00							
30 00	7,896 00	263.20	30 00	7,896 00						
60 00	240 00	4	60 00	240 00						
40 00	4,241 20	106.03	40 00	4,241 20						
25 00	11,705 00	468.20	35 00	13,592 00	1,887 00					Increase in R. P. O. service. \$35 per m. to Crestline, 188.7 m.; \$25 per m. residue. Do.
140 31	10,503 60	74.86	210 31	15,743 80	5,240 20					
40 00	3,555 20	88.88	40 00	3,555 20						
100 00	12,016 00	120.16	100 00	12,016 00						
125 00	23,633 75	189.07	125 00	23,633 75						
25 00	5,099 00	203.96	25 00	5,099 00						
40 00	18,981 00	352.54	40 00	23,877 60	4,896 00					Do.
		122		80 00						
40 00	7,806 00	195.15	40 00	7,806 00						
225 00	43,618 50	193.86	225 00	43,618 50						
50 00	14,217 00	164.34	50 00	14,217 00						
75 00		80	75 00							
160 00	21,496 10	134.35	190 00	25,526 50	4,030 50					Do.
40 00	10,841 20	271.03	40 00	10,841 20						
125 00	9,298 75	74.39	125 00	9,298 75						
90 00	10,035 00	111.50	90 00	10,035 00						
65 00	4,218 50	64.90	65 00	4,218 50						
30 00	10,158 00	338.06	70 00	23,702 00	13,544 00					Increase in cars.
25 00	1,811 25	72.45	25 00	1,811 25						
65 00	4,728 75	72.75	65 00	4,728 75						
25 00	4,749 75	189.99	25 00	4,749 75						Formerly Illinois, route 23028.
125 00	20,836 25	166.69	125 00	20,836 25						Formerly Illinois, route 23031.
44 00	3,756 28	85.37	44 00	3,756 28						
22 00	2,668 38	121.29	22 00	2,668 38						
		491.18								
61 87	19,502 10	219	61 87	19,502 10						
21 87		272.18	21 87							
		208.02								
101 87	17,486 00	88.61	105 00	17,606 81	120 81					Cars reported larger.
80 00		169.41	80 00							
50 00	5,078 50	101.57	50 00	5,078 50						
65 00	11,889 80	182.92	65 00	11,889 80						
50 80	14,056 50	281.13	50 00	14,056 50						
115 00	17,694 80	368.32	115 00	17,694 80						
50 00		55.87	50 00							
25 00		143.34	25 00							
		164.11								
44 00	3,302 42	346.93	45 00	3,546 35	243 93					Cars reported larger.
22 00		68.80	25 00							
		12.51	40 00	4,502 80	4,502 80					R. P. O. service established.
		112.57								
25 00	4,749 75	189.99	25 00	4,749 75						Now Indiana route No. 22043.
125 00	20,836 25	166.69	125 00	20,836 25						Now Indiana route No. 22044.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881.
				Length of route. <i>Miles.</i>
Illinois	23035	Chicago to Milwaukee	Chicago, Milwaukee and Saint Paul Railway.	86.80
	23036	Aurora to Forreston	Chicago and Iowa Railroad	82.47
Michigan	24006	Detroit to Chicago	Michigan Central Railroad	286.09
Wisconsin	25002	Milwaukee to La Crosse	Chicago, Milwaukee and Saint Paul Railway.	197.84
	25009	Chicago to Green Bay	Chicago and Northwestern Railway.	242.50
Minnesota	26013	Minneapolis to La Crosse	Chicago, Milwaukee and Saint Paul Railway.	142.53
Iowa	27005	Burlington to Council Bluffs	Chicago, Burlington and Quincy Railroad.	296.45
	27014	Davenport to Missouri River	Chicago, Rock Island and Pacific Railroad.	317.40
				54.50
Missouri	28001	Saint Louis to Atchison	Missouri Pacific Railway	262.90
	28002	Saint Louis to Bismarck	Saint Louis, Iron Mountain and Southern Railway.	282
	28003	Saint Louis to Pierce City	Saint Louis and San Francisco Railway.	47.75
	28005	Quincy to Cameron	Hannibal and Saint Joseph Railroad.	290.25
	28011	Sedalia to Denison	Missouri Pacific Railway	171
	28014	Hannibal to Sedalia	do	434.51
	28020	Pierce City to Wichita	Saint Louis and San Francisco Railway.	142.85
	28026	Bismarck to Texarkana	Saint Louis, Iron Mountain and Southern Railroad.	219.28
Louisiana	30001	New Orleans to Canton	Chicago, Saint Louis and New Orleans Railroad.	415.21
Kansas	33001	Kansas City to Denver	Kansas Pacific Railway	206.43
	33010	Atchison to Pueblo	Atchison, Topeka and Santa Fe Railroad.	640.10
	33016	Kansas City to Topeka	do	301.70
Nebraska	34001	Council Bluffs to Ogden	Union Pacific Railway	338.40
	34002	Plattsmouth to Kearney Junction.	Burlington and Missouri River Railroad. (In Nebraska.)	618.85
	34004	Omaha to Oreoapolis Junction.	do	568.19
Colorado	38007	Denver to Cheyenne	Denver Pacific Railway and Telegraph Company.	66.20
	38017	Julesburgh to La Salle Station (n. o.).	Union Pacific Railway Company	1,035.20
California	46001	San Francisco to Ogden City	Central Pacific Railroad	190.80
	46010	Lathrop to Goshen	do	147.50
	46014	Huron to Yuma	Southern Pacific Railroad	17.76
	46032	Port Costa to Lathrop	Central Pacific Railroad	146.30
				530.29
				241.62
				62.17
Totals				
Net increase in annual cost for use of R. P. O. cars for 1882 compared with 1881				

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

June 30, 1881.			June 30, 1882.			Remarks.
Pay per mile.	Pay per annum.	Length of route.	Pay per mile.	Pay per annum.	Increase per annum of 1882 over 1881.	
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.
80 00	6,944 00	86.80	90 00	7,812 00	868 00	Increased R. P. O. service.
22 00	1,814 34	82.47	25 00	2,061 75	247 41	Cars reported larger.
65 00	18,595 85	286.09	65 00	18,595 85		
80 00	15,827 20	197.84	90 00	17,805 60	1,978 40	Increased R. P. O. service.
40 00	9,700 00	242.50	40 00	9,700 00		
50 00	7,126 50	142.53	50 00	7,126 50		
40 00	11,858 00	296.45	40 00	11,858 00		
65 00	10,115 00	317.40	65 00	10,115 00		
25 00		54.50	25 00			
80 00	24,470 00	262.09	100 00	30,587 50	6,117 50	Increase in R. P. O. service.
40 00		47.75	50 00			
25 00	1,925 75	77.03	40 00	3,081 20	1,155 45	Do.
25 00	7,256 25	290.25	25 00	7,256 25		
25 00	4,275 00	171	25 00	4,275 00		
25 00	10,862 75	434.51	25 00	10,862 75		
25 00	3,571 34	142.85	25 00	3,571 34		
25 00	5,482 00	219.26	25 00	5,482 00		
25 00	10,380 25	415.21	40 00	16,608 40	6,228 15	Do.
25 00	5,160 75	206.58	25 00	5,164 50	3 75	Increase in distance.
25 00	11,772 50	640.10	25 00	11,772 50		
12 50		301.70	12 50			
25 00	14,204 75	338.40	25 00	14,204 75		
25 00	1,655 00	618.85	25 00	1,655 00		
50 00	51,760 00	568.19	75 00	61,035 00	9,275 00	Do.
25 00	3,687 50	66.20	50 00	3,225 82	461 68	Cars reported smaller.
25 00	444 00	1035.20	21 87	384 41	55 59	Do.
		871	25 00	1,150 00	1,150 00	R. P. O. service established.
		664.20	25 00	3,770 00	3,770 00	Do.
		190.80				
		147.50				
		17.76				
		106.00				
		46.00				
		150.80				
50 00	42,516 25	834.24	50 00	42,516 25		
75 00		802.07	75 00			
25 00	3,657 50	32.17	25 00	3,657 50		
25 00	6,040 50	146.30	25 00	6,040 50		
25 00	1,554 25	530.29	25 00	1,554 25		
1,392,927 87		241.62	1,404,312 91	107,753 56	6,368 52	
101,385 04		62.17				

K.—Statement of expenditures on account of special facilities for the fiscal year ending June 30, 1882, out of the \$425,000 appropriated by act of March 1, 1881.

Number of route.	Terminal.	Title of company.	Amounts paid.
5005	New York, Springfield	New York, New Haven and Hartford	\$17,647 06
6011	New York, Buffalo	New York Central and Hudson River	46,021 52
6052	Buffalo, Chicago	Lake Shore and Michigan Southern	38,004 28
7004	{ New York, Philadelphia	Pennsylvania Railroad	33,102 57
8001	{ Philadelphia, Pittsburgh		
21002	Pittsburgh, Chicago	Pennsylvania Company	7,055 77
21032	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis	6,507 88
21014	Columbus, Cincinnati	do	1,886 87
21015	Columbus, Indianapolis	do	4,662 46
22002	Indianapolis, Terre Haute	Terre Haute and Indianapolis	1,844 12
22044	Terre Haute, East Saint Louis	do	3,900 54
10001	Baltimore, Philadelphia	Philadelphia, Wilmington and Baltimore	20,000 00
10013	{ Bay View, Washington	Baltimore and Potomac	21,900 00
Pt. 11001	{ Washington, Quantico		
Pt. 11001	Quantico, Richmond	Richmond, Fredericksburgh and Potomac	17,419 24
11008	Richmond, Petersburg	Richmond and Petersburg	4,199 48
11009	Petersburgh, Weldon	Petersburgh	11,600 00
13002	Weldon, Wilmington	Wilmington and Weldon	29,565 00
Pt. 14002	Wilmington, Florence	Wilmington, Columbia and Augusta	20,375 00
14005	Florence, Charleston	Northeastern	9,975 00
14004	Charleston, Savannah	Savannah and Charleston	4,000 00
11002	{ Alexandria, Lynchburgh	Virginia Midland	29,105 00
11016	{ Lynchburgh, Danville		
11006	{ Richmond, Danville	Richmond and Danville	18,840 72
	{ Danville, Charlotte		
15001	Charlotte, Atlanta	do	26,430 43
16004	Tocoi, Saint Augustine	Saint John's	408 00
			374,530 64

L.—Statement showing miles of railroad mail service ordered from July 1, 1881, to June 30, 1882.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
MAINE.					
9	Milo Junction (n. o.), Brownville.....	Bangor and Katahdin Iron Works Rwy.....	New.....	6.30	Jan. 16, 1882
10	Mechanic Falls, Canton; ext. Gilbertville.....	Rumford Falls and Buckfield R. R.....	Ext.....	1.63	Jan. 23, 1882
1	Boundary Line (n. o.), Presque Isle.....	New Brunswick Rwy.....	New.....	30.04	June 1, 1882
NEW HAMPSHIRE.					
	None.				
VERMONT.					
	None.				
MASSACHUSETTS.					
3042	Boston, Oakdale.....	Massachusetts Central R. R.....	New.....	41.24	Jan. 16, 1882
RHODE ISLAND.					
	None.				
CONNECTICUT.					
5007	Waterbury, Providence; ext. Brewster Station.....	New York and New England R. R.....	Ext.....	40.96	Oct. 1, 1881
5007	Brewster Station, Providence; ext. Hopewell Junction.....	do.....	do.....	23.88	Mar. 6, 1882
NEW YORK.					
6017	New York, Brewster Station.....	New York City and Northern R. R.....	New.....	52.50	Sept. 15, 1881
6063	Long Island City, Sag Harbor; ext. Ponchoque to Eastport.....	Long Island R. R.....	Ext.....	15.41	Aug. 1, 1881
6049	Wallarville, Bolivar.....	Bradford, Eldred and Cuba R. R.....	Ext.....	16.53	Jun. 16, 1882
6059	Olean, Angelica.....	Allegany Central R. R.....	New.....	40.51	Feb. 23, 1882
6077	Saratoga Springs, Schuylersville.....	Boston, Hoosac Tunnel and Western Rwy.....	do.....	13.55	Mar. 28, 1882
6049	Wallarville, Bolivar; ext. Eldred Pa.....	Bradford, Eldred and Cuba R. R.....	Ext.....	13.55	Apr. 3, 1882
6117	Manor Junction (n. o.), Eastport Junction (n. o.).....	Long Island R. R.....	New.....	5.37	June 1, 1882
6118	Plattsburgh, Hunter.....	Stony Clove and Catskill Mountain R. R.....	do.....	13.24	June 19, 1882
NEW JERSEY.					
7018	Easton Pa., Perth Amboy, N. J.....	Lehigh Valley R. R.....	New.....	62.37	Aug. 1, 1881
7016	Discontinued January 31, 1882.				
7019	Newfield Atlantic City.....	West Jersey R. R.....	New.....	34.71	Feb. 1, 1882
7020	Pleasantville, Somers Point.....	Pleasantville and Ocean City R. R.....	do.....		Mar. 1, 1882

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
NEW JERSEY—Continued.					
7045	Haddonfield, Medford	Philadelphia, Marlton and Medford R. R.	New	12.27	Mar. 1, 1882
7046	High Bridge, Port Oran	Central Railroad Company of New Jersey	Ext.	4.99	Apr. 20, 1882
7052	Belvidere, Andover, N. J.	Lehigh and Hudson River Rwy.	New	24.37	June 1, 1882
PENNSYLVANIA.					
8081	Pittsburgh, Monongahela City; ext. West Brownsville	Pennsylvania R. R.	Ext.	23.22	July 1, 1881
8056	Jeddo, Freeland	Lehigh Valley R. R.	New	3.24	July 1, 1881
8083	Belleville, Snow Shoe	Pennsylvania R. R.	do	22.25	Aug. 15, 1881
8107	Meatville, Liverville Station	do	do	21.10	Dec. 19, 1881
8128	Portland, Bangor; ext. Penn Argyll	Bangor and Portland Rwy.	Ext.	6.66	Jan. 16, 1882
8105	Sheffield, Brookston	Tionesta Valley R. R.	New	7.33	May 1, 1882
8113	Tyrone, Benore	Pennsylvania R. R.	do	25.84	May 1, 1882
DELAWARE.					
None.					
MARYLAND.					
10021	Edgemont (n. o.), Waynesboro'; ext. Chambersburg	Western Maryland R. R.	Ext.	14.25	Sept. 21, 1881
10022	Baltimore, Towson	Baltimore and Delta Rwy.	New	7.31	May 1, 1882
VIRGINIA.					
11026	Norfolk, Va., Elizabeth City, N. C.	Elizabeth City and Norfolk R. R.	New	46.15	July 15, 1881
11023	Richmond, Galt Mills; ext. Lynchburg	Richmond and Allegany R. R.	Ext.	15.49	Aug. 24, 1881
11027	Williamson, Glenwood; ext. Lynchburg	do	do	32.50	Sept. 26, 1881
11026	Norfolk, Elizabeth City; ext. Edenton	Elizabeth City and Norfolk R. R.	do	27.90	Dec. 20, 1881
11028	Danville, Cascade	Danville and New River R. R.	New	23.50	Feb. 1, 1882
11029	Bacony Falls, Lexington	Richmond and Allegany R. R.	do	20.50	Feb. 15, 1882
11017	Chester, Wintercock; ext. Bermuda Hundreds.	Bright Hope Rwy.	Ext.	10.06	Mar. 15, 1882
11030	Loraine (n. o.), Hungary (n. o.)	Richmond and Danville R. R.	New	12	Apr. 24, 1882
11028	Danville, Cascade; ext. Stockton	Danville and New River R. R.	Ext.	10.20	May 1, 1882
11005	Richmond, Ashland; ext. to begin at Newport News.	Chesapeake and Ohio Rwy.	do	75.50	May 1, 1882
11021	Hagerstown, Waynesborough; ext. Roanoke	Shenandoah Valley R. R.	do	93	June 19, 1882
WEST VIRGINIA.					
12007	Piedmont, Elk Garden	West Virginia Central and Pittsburgh Rwy.	New	14.50	Oct. 20, 1881

NORTH CAROLINA.

13008	Salisbury, Best; ext. French Broad	Western North Carolina R. R.	Ext.	11. 20	Aug. 15, 1881
13008	Salisbury, French Broad; ext. Marshall	do	do	12. 53	Oct. 5, 1881
13016	Salisbury, Marshall; ext. Warm Springs	do	do	17. 13	May 1, 1882
13016	Asheville, Recalled May 22, 1882				
13014	Oxford, Henderson	Oxford and Henderson R. R.	New	13. 40	Sept. 20, 1881

SOUTH CAROLINA.

14015	Lanes, Sumter	Central Railroad of South Carolina	New	40	Apr. 3, 1882
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GEORGIA.

15035	Rowell Junction (n. o.), Rowell	Rowell R. R.	New	11	Sept. 1, 1881
15036	Old service restored	Savannah, Florida and Western Rwy			
15019	Albany, Arlington; ext. Blakely	Southwestern R. R.	Ext.	13. 73	Sept. 10, 1881
15027	Augusta, Ga., Tucker's Pond, S. C.	Augusta and Knoxville R. R.	New	40. 23	Dec. 10, 1881
15027	Augusta, Tucker's Pond; ext. Millway	do	Ext.	17. 30	Jan. 22, 1882
15041	Cuthbert, Fort Gaines	Southwestern R. R.	New	23. 20	Mar. 22, 1882
15037	Augusta, Millway; ext. Greenwood	Augusta and Knoxville R. R.	Ext.	11. 20	July 1, 1880
					June 12, 1882

FLORIDA.

18012	Palatka, Gainesville	Florida Southern R. R.	New	49. 49	Dec. 1, 1881
18007	Sandford, Orlando; ext. Kimsenmee	South Florida R. R.	Ext.	10. 95	May 16, 1882

ALABAMA.

17018	Boyd's Switch, Menlo	Belmont Coal and Railroad Company	New	7. 11	July 18, 1881
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MISSISSIPPI.

18010	Natchez, Martin; ext. Saint Elmo	Natchez, Jackson and Columbus R. R.	Ext.	8. 85	Oct. 17, 1881
18013	Stoneville, Johnsonville	Georgia Pacific R. R.	New	20. 43	Mar. 1, 1882
18012	Vicksburg, Natchez; ext. Port Gibson	Mississippi Valley and Ship Island R. R.	Ext.	11. 08	May 8, 1882
18004	Mobile, Columbus, Ky.; ext. Calo, Ill.	Mobile and Ohio R. R.	do	23. 30	May 22, 1882

TENNESSEE.

19013	Tullahoma, McMinnville; ext. Rock Island	Nashville, Chattanooga and Saint Louis Rwy	Ext.	12. 18	Nov. 1, 1881
19013	Johnson City, Hampton	East Tennessee & Western North Carolina R. R.	New	13. 20	Mar. 1, 1882
19017	Columbia, Mount Pleasant; ext. Terry	Nashville and Florence R. R.	Ext.	3. 78	May 1, 1882
19009	Morrisstown, Wolf Creek; ext. Warm Spring	East Tennessee, Virginia and Georgia R. R.	do	10. 32	June 12, 1882

KENTUCKY.

20028	King's Mountain Station, Middleburgh	Cincinnati, Green River and Nashville R. R.	New	9. 75	Nov. 2, 1881
20026	Sherbysville, Taylorsville; ext. Bloomfield	Northern Division, Cumberland and Ohio R. R.	Ext.	2. 64	Dec. 15, 1881
20009	Padesub, Tromble; ext. Drydenburg	Cheasapeake, Ohio and South eastern R. R.	do	34. 87	Jan. 10, 1882
20029	Mount Sterling, Geigersville	Cheasapeake and Ohio Rwy	New	76. 50	Feb. 1, 1882

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termin.	Title of company.	Character of service.	Miles.	Date of commencement.
KENTUCKY—Continued.					
20027	Ashland, Louisa; ext. Peach Orchard.	Chattahoo Rwy	Ext.	12 06	Feb. 15, 1882
20014	Owensboro', Stroud; ext. Bevier	Owensboro' and Nashville R. R.	do	4	Feb. 17, 1882
OHIO.					
21077	Nelsonville, New Straitsville	Columbus and Hooking Valley R. R.	New	28 68	July 1, 1881
21078	Norwood, Lebanon	Cincinnati Northern Rwy	do	24 94	July 4, 1881
21081	Columbus, Ironton; ext. Coal Grove	Scioto Valley R. R.	Ext.	4 36	July 1, 1881
21060	Columbia, Amelia; ext. Bethel	Cincinnati and Portsmouth R. R.	do	7 62	July 25, 1881
21065	Delphos, Marion, Ind.; ext. Kokomo	Toledo, Delphos and Burlington R. R.	do	24 95	Aug. 10, 1881
21076	Solon, Chagrin Falls	Chagrin Falls and Southern R. R.	New	5 50	Sept. 1, 1881
21075	Van Wert, Shane's Crossing; ext. to begin Cavetta	Cincinnati, Van Wert and Michigan R. R.	Ext.	5 86	Sept. 15, 1881
21078	Norwood, Lebanon; ext. Cincinnati	Cincinnati Northern Rwy	do	5 02	Sept. 25, 1881
21075	Cavetta, Shane's Crossing; ext. begin Paulding	Cincinnati, Van Wert and Michigan R. R.	do	2 24	Oct. 10, 1881
21075	Dyson's, Cumberland; ext. begin Seneca	do	do	10 00	Dec. 1, 1881
21068	Columbia, Bethel; ext. begin Hamersville	Eastern Ohio R. R.	do	5 95	Jan. 1, 1882
21069	Canton, Delroy; ext. to Shreveport	Cincinnati and Portsmouth R. R.	do	59 64	Jan. 16, 1882
21069	Canton, Delroy; ext. to Shreveport	Conotton Valley R. R.	do	7 70	Feb. 1, 1882
21062	Batavia Junction, Winchester; ext. Youngsville	Cincinnati and Eastern Rwy.	do	6 35	Feb. 1, 1882
21080	Huron, Maestlin	Wheeling and Lake Erie R. R.	New	87 04	Feb. 20, 1882
21081	Delphos, Pendleton	Cleveland, Delphos and Saint Louis R. R.	do	23 28	Feb. 20, 1882
21062	Batavia Junction (n. o.), Youngsville; ext. to begin at Cincinnati	Cincinnati and Eastern Rwy.	Ext.	9 03	Apr. 1, 1882
21061	Toledo, Dayton; ext. Dodds	do	do	4 01	Apr. 17, 1882
21078	Cincinnati, Lebanon; ext. Dodds	Toledo, Delphos and Burlington R. R.	do	23 90	May 1, 1882
21081	Delphos, Pendleton; ext. to Bluffton	Cincinnati Northern Rwy	do	6 24	May 1, 1882
21067	Allentown Junction, Claysville; ext. to begin at Jeffersonville	Cleveland, Delphos and Saint Louis R. R.	do	5 81	May 22, 1882
INDIANA.					
22031	Attica, Veedersburgh; ext. Yellow	Columbus, Washington and Cincinnati Rwy.	do	4 70	June 12, 1882
22040	Covington, Snoddy Mills (part of 23042)	Chicago and Block Coal R. R.	Ext.	6 99	July 1, 1881
22039	Stewartsville, Owensville; ext. Cynthiana	Chicago and Eastern Illinois R. R.	New	9 87	June 16, 1879
22041	North Vernon, Greensboro'; ext. Rushville	Evansville and Terre Haute R. R.	Ext.	5 58	Dec. 1, 1881
22015	New Castle, Rushville	Pooris, Decatur and Evansville Rwy	New	6 78	Dec. 22, 1881
22042	Delphi, Rensselaer; ext. Chicago, Ill.	Fort Wayne, Cincinnati and Louisville R. R.	Ext.	10 93	Jan. 1, 1882
22038	Oakland City, Albion; ext. Mount Vernon	Yoniam, Hegler & Co	New	24 84	Mar. 22, 1882
22023	Butler, Logansport; ext. Paulding	Louisville, Evansville and Saint Louis Rwy	Ext.	71 60	Apr. 5, 1882
22027		Wabash, Saint Louis and Pacific Rwy	do	47 44	Apr. 24, 1882
			do	120 57	Oct. 24, 1881

ILLINOIS.

23006	Kansas, Westfield; ext. West Liberty.....	Ext.....	43.35	Oct. 1, 1881
23008	Peoria, Farmington.....	New.....	24.85	Dec. 20, 1881
23009	Kankakee, Seneca.....	do.....	49.42	Feb. 10, 1882
23006	Kansas, Westfield; ext. Danville.....	Ext.....	49.48	Mar. 25, 1882
23080	Wilmington, Ciesan Park (n. o.).....	New.....	12.84	Apr. 1, 1882
23082	Dwight, Monee.....	do.....	43.44	June 1, 1882
23083	Bates, Jerseyville.....	do.....	55.79	June 15, 1882

MICHIGAN.

24025	Marlette Junction (n. o.), Marlette; ext. May.....	Ext.....	13.91	Nov. 1, 1881
24026	Toledo, Ann Arbor; ext. South Lyon.....	do.....	15.76	Nov. 1, 1881
24025	Marlette Junction (n. o.), May; ext. Vassar.....	do.....	15.76	Nov. 1, 1881
24045	Butter's Junction (n. o.), Tallman; ext. Maunsee.....	do.....	23.81	Dec. 20, 1881
24009	Jackson, Gaylor; ext. Mackinaw City.....	do.....	23.81	Jan. 10, 1882
24047	Otter Lake Junction, Otter Lake; ext. Watertown.....	do.....	63.22	Feb. 10, 1882
24049	Saint Clair Junction (n. o.), Saginaw.....	do.....	5.12	Feb. 10, 1882
24050	Buchanan, Berrien Springs.....	New.....	3.54	Mar. 1, 1882
24051	Saint Ignace, Marquette.....	do.....	11.03	Mar. 1, 1882
24025	Marlette Junction (n. o.), Vassar; ext. East Saginaw.....	do.....	149.70	Feb. 25, 1882
24054	East Saginaw, Schewaling.....	Ext.....	19.60	Mar. 20, 1882
24032	Powers, Florence; ext. Crystal Falls.....	New.....	38.24	May 20, 1882
	Chicago and Northwestern Rwy.....	Ext.....	15.35	June 1, 1882

WISCONSIN.

25028	Hudson, Chandler; ext. Gunderson.....	Ext.....	41.10	Aug. 20, 1881
25037	Morrilton, Neillville.....	New.....	15.60	Sept. 1, 1881
25038	Madison, Mondovi.....	do.....	64.60	Oct. 15, 1881
25004	Milton Junction, Monroe; ext. Goldfield.....	Ext.....	33.59	Oct. 20, 1881
25038	Madison, Mondovi; ext. Milwaukee.....	do.....	81.71	Feb. 10, 1882
25039	Mazo Manitowish, Prairie du Lac.....	New.....	10.23	Feb. 10, 1882
25018	Branch, Eland, Antigo; ext. Summit Lake Station (n. o.).....	Ext.....	17.10	Mar. 20, 1882

MINNESOTA.

26037	Minneapolis, Benton.....	New.....	33.86	Aug. 1, 1881
26010	Hastings, Ortonville; ext. Aberdeen.....	Ext.....	110.16	Aug. 16, 1881
26001	Duluth, Combs; ext. Glendive.....	do.....	65.89	Aug. 1, 1881
26029	Lake Crystal, Blue Earth City; ext. Ellmore.....	do.....	8.94	Sept. 1, 1881
26038	Minneapolis, Eagle City.....	New.....	71.10	Feb. 1, 1882
26021	White Bear Lake, Fort Dodge; ext. Angus.....	Ext.....	48.78	Feb. 20, 1882
26040	Minneapolis, Clear Water.....	New.....	51.14	Apr. 10, 1882

IOWA.

27032	Tama, Webster City; ext. Eagle Grove.....	Ext.....	14.89	Aug. 16, 1881
27006	Jewell, Stratford.....	New.....	15.17	Aug. 16, 1881
27032	Grinnell, Montezuma; ext. State Centre.....	Ext.....	18.51	Sept. 1, 1881
27007	Humeston, Van Wert.....	New.....	18.51	Sept. 1, 1881

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and terminal.	Title of company.	Character of service.	Miles.	Date of commencement.
IOWA—Continued.					
27052	Tama, Eagle Grove; ext. Algona	Chicago and Northwestern Rwy.	Ext.	34.13	Oct. 15, 1881
27053	Cedar Rapids, Clarion; ext. Goldfield	Burlington, Cedar Rapids and Northern Rwy.	do	9.52	Oct. 15, 1881
27061	Bethany Junction (n. o.), Bethany; ext. Albany	Chicago, Cedar Rapids and Quincy R. R.	do	16.93	Nov. 1, 1881
27069	Rock Valley, Eden	Chicago, Milwaukee and Saint Paul Rwy.	New	9.73	Dec. 1, 1881
27067	Humeston, Van Wert; ext. Grand River (n. o.)	Humeston and Shenandoah R. R.	Ext.	10.41	Dec. 1, 1881
27017	Muscataine, Leavenworth; ext. Davenport	Chicago, Rock Island and Pacific R. R.	do	27.78	Dec. 10, 1882
27003	Cedar Rapids, Goldfield; ext. Emmetsburg	Burlington, Cedar Rapids and Northern Rwy.	do	33.27	Jan. 16, 1882
27071	Carroll City, Kirksman	Chicago and Northwestern Rwy.	New	34.99	Feb. 1, 1882
27052	Tama, Algona; ext. Ellmore	do	Ext.	32.08	Feb. 1, 1882
27046	Paoli, Waukegan; ext. Des Moines and Jefferson	Des Moines and Northwestern Rwy.	do	38.91	Feb. 1, 1882
27070	Eagle Grove, Willow Glen Station (n. o.)	Chicago and Northwestern Rwy.	New	30.12	Feb. 10, 1882
27066	Jewell, Stratford; ext. Lake City	do	Ext.	43.41	Feb. 1, 1882
27017	Branch, Cameron, Kansas City	Chicago, Rock Island and Pacific R. R.	New	55.78	Feb. 15, 1882
27072	Marion, Coon Rapids	Chicago, Milwaukee and Saint Paul Rwy.	do	167.80	Apr. 10, 1882
27078	Hampton, Belmond	Central Iowa R. R.	do	22.82	May 1, 1882
27079	Marshalltown, Story City	do	do	29.55	May 1, 1882
27070	Eagle Grove, Willow Glen; ext. Sioux Rapids	Chicago and Northwestern Rwy.	Ext.	38.27	May 13, 1882
27080	Manning, Audubon	do	New	17.69	May 16, 1882
27081	Des Moines, Hutton	Saint Louis, Des Moines and Northern Rwy.	do	21.55	May 16, 1882
27064	Fort Madison, West Point; ext. Birmingham	Fort Madison and Northwestern Rwy.	Ext.	30.07	June 15, 1882
27082	Winfield, Brighton	Burlington and Northwestern Rwy.	New	22.59	June 15, 1882
MISSOURI.					
28019	Quincy, Ill., Milan, Mo.; ext. Trenton	Wabash, Saint Louis and Pacific Rwy.	Ext.	31.46	July 25, 1881
28040	Pleasant Hill, Nevada; ext. Lamar	Lexington and Southern R. R.	do	24.30	Sept. 22, 1881
28039	Pleasant Hill, Fayetteville; ext. Gunther	Saint Louis and San Francisco Rwy.	do	17.58	Dec. 1, 1881
28040	Cornett, Westboro; ext. Carthage	Lexington and Southern R. R.	do	22.19	Dec. 23, 1881
28026	Hannibal, Eolia; ext. Troy	Kansas City, Saint Joseph & Council Bluffs R. R.	do	6.50	Jan. 10, 1882
28027	Jefferson City, Russellville	Saint Louis, Hannibal and Keokuk R. R.	do	22.85	Feb. 1, 1882
28045	Delta (n. o.), Cape Girardeau; ext. Lakeville	Missouri Pacific Rwy.	New	19.47	Feb. 8, 1882
28020	Saint Louis, Wichita; ext. Hallsford	Cape Girardeau Rwy.	Ext.	13.25	Feb. 8, 1882
28048	Aracadia, Kans., Morewood (n. o.), Mo.	Saint Louis and San Francisco Rwy.	do	24.45	Mar. 1, 1882
28039	Pierce City, Brentwood; ext. Winlow	Kansas City, Fort Scott and Gulf R. R.	New	10.33	Mar. 8, 1882
28047	Jefferson City, Russellville; ext. Eldon	Saint Louis and San Francisco Rwy.	Ext.	4.02	Apr. 5, 1882
28029	Hannibal, Troy; ext. Gilmore (n. o.)	Missouri Pacific Rwy.	do	18.88	May 15, 1882
		Saint Louis, Hannibal and Keokuk R. R.	do	15.51	June 1, 1882
ARKANSAS.					
28008	Helena, Marianna	Iron Mountain and Helena Rwy.	New	27.15	July 25, 1881
28009	Washington, Hope	Washington and Hope Rwy.	do	10.84	Sept. 1, 1881

22010	Garden, Camden	Saint Louis, Iron Mountain and Southern Rwy	do	34.28	Dec. 1, 1881
22008	Helena, Marianna; ext. Forest City	Iron Mountain and Helena Rwy	Ext	16.70	Dec. 26, 1881
22011	Searcy, Kensett	Searcy and West Point R. R.	New	4.70	Feb. 16, 1882
22012	Knobel, Gainesville	Saint Louis, Iron Mountain and Southern Rwy	do	13.40	Mar. 13, 1882
LOUISIANA.					
30002	New Orleans, Donaldsonville; ext. West Baton Rouge (n. o.)	New Orleans Pacific Rwy	Ext	32.64	Aug. 1, 1881
30003	New Orleans, Washington; ext. Cheneyville	Morgan's Louisiana Railroad and Steamship Co.	do	23.96	Feb. 8, 1882
30003	New Orleans, Cheneyville; ext. Alexandria	do	do	25.39	Mar. 1, 1882
TEXAS.					
31023	Houston, Shepherd; ext. Moscow	Houston, East and West Texas Rwy	Ext	34.53	July 1, 1881
31017	Deason City, Greenville; ext. Mincola	Missouri, Kansas and Texas Rwy	do	50.01	July 1, 1881
31005	Bremont, Morgan; ext. Dublin	Houston and Texas Central R. R.	do	52.57	July 18, 1881
31009	Shreveport, Abilene; ext. Colorado	Texas Pacific Rwy	do	67.10	Aug. 1, 1881
31029	Beaumont, Woodville	Saline and East Texas Rwy	New	60.75	Aug. 15, 1881
31030	Dallas, Denton	Dallas and Wichita Rwy	do	37.85	Sept. 1, 1881
31011	Sherman, Texarkana; ext. commence Whiteboro'	Texas Pacific Rwy	Ext	17.69	Sept. 1, 1881
31025	Texarkana, Athens; ext. commence Waco	Houston and Saint Louis Rwy	do	92.41	Sept. 1, 1881
31005	Bremont, Dublin; ext. Cisco	Texas and Texas Central R. R.	do	47.91	Sept. 26, 1881
31031	Dallas, Kaufman	Texas Trunk R. R.	New	36.25	Sept. 26, 1881
31016	Corpus Christi, San Diego; ext. Laredo	Corpus Christi, San Diego & Rio Grande N.G.R.R.	Ext	110.02	Nov. 1, 1881
31032	El Paso, Elizario	Galveston, Harrisburg and Santa Fe Rwy	New	21.62	Dec. 1, 1881
31033	Temple, Cleburne	Gulf, Colorado and Santa Fe Rwy	do	99.30	Dec. 1, 1881
31028	Whiteboro', Fort Worth; ext. Waco	Texas Pacific and Missouri Pacific Rwy	Ext	87.97	Dec. 15, 1881
31027	Houston, San Antonio; ext. Uvalde	Galveston, Harrisburg and San Antonio Rwy	do	92.88	Jan. 1, 1882
31007	Shreveport, Colorado; ext. El Paso	Texas and Pacific Rwy	do	386.40	Jan. 1, 1882
31007	Palestine, San Antonio; ext. El Paso	International and Great Northern R. R.	do	153.18	Feb. 1, 1882
31003	Temple, Cleburne; ext. Fort Worth	Gulf, Colorado and Santa Fe Rwy	do	29.00	Feb. 8, 1882
31005	Bremont, Cisco; ext. Albany	Houston and Texas Central R. R.	do	33.38	Feb. 15, 1882
31035	Dallas, Cleburne	Chicago, Texas and Mexican Central Rwy	New	55.05	Mar. 1, 1882
31036	Richmond, Wharton	New York, Texas and Mexican Rwy	do	26.38	Mar. 15, 1882
32001	Atoka, Lehigh	Missouri Pacific Rwy	New	8.05	May 22, 1882
INDIAN TERRITORY.					
33030/	Fort Scott, Iola	Saint Louis, Fort Scott and Wichita R. R.	New	42.64	Oct. 20, 1881
33030	Florence, Lyons; ext. Ellinwood	Atchison, Topeka and Santa Fe R. R.	Ext	19.76	Nov. 3, 1881
33017	Florence, Eldorado; ext. Douglas	do	do	24.02	Dec. 1, 1881
33013	Leavenworth, Garrison; ext. Clay Centre	Kansas Central R. R.	do	30.97	Jan. 2, 1882
33030/	Fort Scott, Iola; ext. Yates Centre	Saint Louis, Fort Scott and Wichita R. R.	do	18.58	Mar. 1, 1882
33026	Concordia, Logan; ext. Lenora	Central Branch Union Pacific Rwy	do	24.92	Mar. 16, 1882
33030/	Fort Scott, Yates Centre; ext. Toronto	Saint Louis, Fort Scott and Wichita R. R.	do	12.68	Apr. 1, 1882
33013	Leavenworth, Clay Centre; ext. Miltonvale	Kansas Central R. R.	do	18.47	May 1, 1882
KANSAS.					

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
NEBRASKA.					
24016	Endicott, Red Cloud; ext. Beatrice	Republican Valley R. R.	Ext.	39.87	Sept. 1, 1881
24018	Norfolk Junction (n. o.), Neligh	Fremont, Elk Horn and Missouri Valley R. R.	New	32.46	Sept. 1, 1881
24019	Fremont, Neligh; ext. O'Neill City	do	Ext.	38.82	Sept. 15, 1881
24020	Hastings, Indianola; ext. Culbertson	Republican Valley R. R.	do	32.41	Nov. 21, 1881
24019	Neenaha, Oak View	do	New	10.06	Nov. 21, 1881
24019	Fremont, Neligh City; ext. Long Pine	Fremont, Elk Horn and Missouri Valley R. R.	Ext.	57.42	Dec. 15, 1881
24020	Wymore, Table Rock	Republican Valley R. R.	New	37.42	Jan. 15, 1882
24021	Emerson Junction (n. o.), Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy.	do	46.67	June 1, 1882
DAKOTA TERRITORY.					
35007	Flandreau, Dell Rapids	Chicago, Milwaukee and Saint Paul Rwy.	New	19.50	July 1, 1881
35008	Egan, Madison	do	do	24.81	July 1, 1881
35002	Merrion, Mitchell; ext. Chamberlain	do	Ext.	97.33	Aug. 16, 1881
35009	Millbank, Wilmot	do	New	16.87	Aug. 16, 1881
35010	Huron, Redfield	Chicago and Northwestern Rwy.	do	40.87	Sept. 1, 1881
35010	Huron, Redfield; ext. Ordway	do	Ext.	50.06	Sept. 10, 1881
35004	Egan, Madison; ext. Howard	Chicago, Milwaukee and Saint Paul Rwy.	do	21.67	Nov. 10, 1881
35011a	Grand Forks, Gratton	Saint Paul, Minneapolis and Manitoba Rwy.	New	38.84	Jan. 10, 1882
35006	Cassellton, Mayville	Cassellton Branch R. R.	do	38.13	Feb. 1, 1882
35004	Grand Forks, Stickney; ext. Larimore	Saint Paul, Minneapolis and Manitoba Rwy.	Ext.	17.02	Feb. 10, 1882
35007	Flandreau, Dell Rapids; ext. Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	do	19.67	Mar. 1, 1882
COLORADO.					
38009	Arkansas, Mayaville	Denver and Rio Grande Rwy.	New	12.50	July 11, 1881
38010	Canon City, West Cliff (n. o.)	do	do	32.50	Aug. 16, 1881
38011	Alamosa, Del Norte	do	do	31.50	Aug. 16, 1881
38012	Salida, Big Horn Station (n. o.)	do	do	18.70	Aug. 16, 1881
38013	Leadville, Locomo	do	do	32.75	Aug. 15, 1881
38012	Salida, Big Horn Station (n. o.) ext. to Gunnison	do	do	32.75	Sept. 20, 1881
38014	Nathrop, Hancock	Union Pacific Rwy.	do	19.95	Nov. 1, 1881
38015	Mears, Villa Grove	Denver and Rio Grande Rwy.	do	18.58	Nov. 25, 1881
38016	Gunnison, Cressed Battle	do	do	28.67	Jan. 2, 1882
38017	Fule-shure, Leadville Station (n. o.)	do	do	160.80	Jan. 16, 1882
38018	Leadville, Red Cliff	Union Pacific Rwy.	do	32.00	Jan. 16, 1882
38013	Leadville, Locomo; ext. Wheeler	Denver and Rio Grande Rwy.	do	3.25	Mar. 16, 1882
38013	Mears, Villa Grove; ext. Hannau	do	Ext.	8.25	Apr. 15, 1882
NEW MEXICO.					
39002	Antonito, Chama; ext. Amargo	Denver and Rio Grande Rwy.	Ext.	22.00	July 1, 1881

38004	Thorne Las Cruces.....	Atchison, Topeka and Santa Fe R. R.	New.....	32.85	July 1, 1881
38005	Deming, El Paso.....	South. Pacific Railroad of N. Mex. and Arizona	do	88.79	Aug. 15, 1881
38006	Antonio, Amargo; ext. Durango	Denver and Rio Grande Rwy	Ext.....	86.20	Aug. 16, 1881
38004	Thorn, Las Cruces; ext. El Paso.	Atchison, Topeka and Santa Fe R. R.	do	42.44	Nov. 1, 1881
38003	Albuquerque, Fort Wingate; ext. Brigham City	Atlantic and Pacific R. R.	do	132.62	Dec. 10, 1881
4	None.				
	ARIZONA.				
	UTAH TERRITORY.				
41009	Provo City, Schofield.....	Utah and Pleasant Valley Rwy	New.....	50.36	Nov. 1, 1881
41010	Salt Creek, Wales.....	San Pete Valley Rwy	do	28.24	June 1, 1882
41003	Ogden City, Dillon; ext. Butte City.....	Utah and Northern Rwy.	Ext.....	68.86	Jan. 10, 1882
	WASHINGTON TERRITORY.				
43001	Kalama, Wilkeson; ext. Carbonado.....	Northern Pacific R. R.	Ext.....	2.50	Aug. 1, 1881
43008	Walla Walla, Dayton.....	Oregon Railway and Navigation Company	New.....	40.05	Sept. 20, 1881
43009	Wallula, Spokane Bridge.....	Northern Pacific R. R.	do	170.00	Sept. 20, 1881
43009	Wallula, Spokane Bridge; ext. Rathdrum	do	Ext.....	18.00	Oct. 20, 1881
43009	Wallula, Rathdrum; ext. Ventnor (n. o.).	do	do	30.00	Dec. 1, 1881
	OREGON.				
44006	Saint Paul, Brownsville.....	Oregonian Rwy	New.....	65.94	Sept. 1, 1881
44007	Dayton, Mouthmouth.....	do	do	37.43	Sept. 1, 1881
44008	Sheridan Junction Station (n. o.), Sheridan	do	do	7.00	Sept. 1, 1881
	NEVADA.				
45004	Mound House, Hawthorne.....	Carson and Colorado R. R.	New.....	100.00	July 16, 1881
45004	Mound House (n. o.), Hawthorne; ext. Candelaria	do	Ext.....	68.80	Mar. 15, 1882
	CALIFORNIA.				
	None.				

TABLE M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service, from 1836 to June 30, 1882.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836.....		*1,878, 296			
June 30, 1837.....	974	*1,793, 024	*\$307, 444		
June 30, 1838.....		*2,356, 852	*404, 123		
June 30, 1839.....		*3,396, 655	*520, 602		
June 30, 1840.....		*3,889, 053	*595, 353		
June 30, 1841.....		*3,946, 450	*585, 843		
June 30, 1842.....	3,091	*4,424, 262	432, 568	2,117	
June 30, 1843.....		*5,692, 402	*733, 687		
November 4, 1843.....	3,714	(*)	531, 752	623	
June 30, 1844.....		*5,747, 355	*802, 006		
June 30, 1845.....		*6,484, 592	*843, 430		
October 31, 1845.....	4,092	(*)	587, 769		
June 30, 1846.....		*7,781, 828	*870, 570		
November 1, 1846.....	4,402		587, 769	810	
June 30, 1847.....		4,170, 403	597, 475		
November 1, 1847.....	4,735		597, 923	333	
June 30, 1848.....		4,327, 400	584, 192		
October 1, 1848.....	4,957		587, 204	222	
June 30, 1849.....	5,497	4,861, 177	635, 740	540	
June 30, 1850.....	6,896	6,524, 593	818, 227	1,389	
June 30, 1851.....	8,255	8,364, 503	985, 019	1,369	
June 30, 1852.....	10,146	11,082, 768	1,275, 520	1,891	
June 30, 1853.....	12,415	12,986, 705	1,601, 329	2,269	
June 30, 1854.....	14,440	15,433, 889	1,758, 610	2,025	
June 30, 1855.....	18,333	19,202, 469	2,073, 089	3,893	
June 30, 1856.....	20,323	21,809, 296	2,310, 389	1,990	
June 30, 1857.....	22,530	24,267, 944	2,559, 847	2,207	
June 30, 1858.....	24,431	25,783, 452	2,828, 301	1,901	
June 30, 1859.....	26,010	27,268, 384	3,243, 974	1,579	
June 30, 1860.....	27,129	27,653, 749	3,349, 662	1,119	
May 31, 1861.....	16,886	†5,701, 093	†978, 910		6,896
June 30, 1861.....	22,018	23,116, 823	2,543, 709	1,775	
June 30, 1862.....	21,338	22,777, 219	2,498, 115		689
June 30, 1863.....	22,152	22,871, 558	2,538, 517	814	
June 30, 1864.....	22,616	23,301, 942	2,567, 044	464	
June 30, 1865.....	23,401	24,087, 568	2,707, 421	785	
June 30, 1866.....	32,092	30,609, 467	3,391, 592	8,691	
June 30, 1867.....	34,015	32,437, 900	3,812, 600	1,923	
June 30, 1868.....	36,018	34,886, 178	4,177, 126	2,008	
June 30, 1869.....	39,537	41,399, 284	4,723, 680	8,519	
June 30, 1870.....	43,727	47,551, 970	5,128, 901	4,190	
June 30, 1871.....	49,834	55,557, 048	5,724, 979	6,107	
June 30, 1872.....	57,911	62,491, 749	6,502, 771	8,077	
June 30, 1873.....	63,457	65,621, 445	7,257, 196	5,546	
June 30, 1874.....	67,734	72,460, 545	9,113, 190	4,277	
June 30, 1875.....	70,083	75,154, 910	9,216, 518	2,349	
June 30, 1876.....	72,348	77,741, 172	9,543, 134	2,265	
June 30, 1877.....	74,546	85,358, 710	\$9,053, 936	2,198	
June 30, 1878.....	77,120	92,120, 395	9,566, 595	2,574	
June 30, 1879.....	79,991	93,092, 992	||9,567, 590	2,871	
June 30, 1880.....	85,320	96,497, 463	10,498, 986	5,329	
June 30, 1881.....	91,569	103,521, 229	11,613, 368	6,249	
June 30, 1882.....	100,563	118,995, 318	12,753, 184	8,994	

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

|| Increase attributable in part to the resumption of service in the Southern States.

|| Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

TABLE N.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail locks and keys, in operation June 30, 1892.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract prices.				
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.
Cotton-canvas mail-sacks.....	John Boyle.....	New York, N. Y.	Four years from January 1, 1891.	\$1 15	\$1 02	\$0 80	\$0 20	
Registered foreign mail-sacks.....	do.....	do	do	97	41	24	10	
Java-canvas mail-sacks.....	do.....	do	do		67	52	14	
Leather horse-mail bags.....	J. C. Lighthouse.....	Rochester, N. Y.	do		0 00	5 20	4 53	
Through mail-pouches.....	do.....	do	do			5 61	4 55	\$2 60
Through registered mail-pouches.....	John Boyle.....	New York, N. Y.	do			4 98		
Mail-catcher pouches.....	do.....	do	do				3 91	
Coin mail-sacks.....	do.....	do	do					
Printed wooden bags.....	John A. Plumley.....	Washington, D. C.	One year from October 15, 1891					\$0 05
Mail-bag label-cases (iron).....	Eagle Lock Company.....	Terryville, Conn.	do					0024
Mail-bag label-cases (brass).....	do.....	do	do					10
Mail-bag catchers.....	Younglove & Co.....	Cleveland, Ohio.	Determinable at any time by the Postmaster-General.					25
Sockets for catchers.....	do.....	do	do					15 00
Use of patent.....	Beckel & Horner.....	Muncie, Ind.	do					40
Do.....	John Boyle.....	New York, N. Y.	do					30
General mail locks.....	George A. Sheridan.....	Washington, D. C.	do					10
Keys to same.....	The Smith & Eagle Manufacturing Co.....	Bridgeport, Conn.	4, 8, or 12 years from Sept. 1, 1890, at option of Postmaster-General.					07
Through mail locks.....	do.....	do	do					52
Keys to same.....	do.....	do	do					09
City mail-service locks.....	do.....	do	do					75
Keys to same.....	do.....	do	do					12
Street letter-box locks.....	do.....	do	do					34
Keys to same.....	do.....	do	do					09
Through registered mail-locks.....	do.....	do	do					85
Keys to same.....	W. F. Beasley.....	Oxford, N. C.	do					15
	do.....	do	do					2 50
Keys to same.....	do.....	do	do					25

TABLE O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1882.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
3,000	Leather mail-pouches	No. 2	\$5 61	\$16,830 00	
2,300	.....do	No. 3	4 55	10,465 00	
1,000	.....do	No. 4	3 50	3,500 00	
1,000	.....do	No. 5	2 60	2,600 00	
7,300					\$33,395 00
500	Through registered mail-pouches	No. 1	7 00	3,500 00	
500	.....do	No. 2	4 99	2,495 00	
	Royalty for patent applied to same	No. 2	10	50 00	
1,000					6,045 00
500	Mail-catcher pouches		3 91	1,955 00	
	Royalty for patent applied to same		10	50 00	
1,100	Leather horse-mail bags	No. 1	6 00	6,600 00	
700	.....do	No. 2	5 29	3,708 00	
100	.....do	No. 3	4 53	453 00	
	Expenses of inspecting same			28 53	
1,900					10,784 53
80,000	Jute-canvas mail-sacks	No. 1	67½	54,200 00	
9,000	.....do	No. 3	14	1,260 00	
89,000					55,460 00
300	Cotton-canvas mail-sacks	No. 0	1 15	345 00	
500	.....do	No. 1	1 02	510 00	
500	.....do	No. 3	20	100 00	
1,300					955 00
500	Foreign registered mail-sacks	No. 1	41½	207 50	
500	.....do	No. 2	24½	122 50	
500	.....do	No. 3	16	80 00	
1,500					410 00
350,000	Printed wooden tags		002½	816 67	
600,000	.....do		002½	1,350 00	
150,000	Tie-sack fasteners		19		2,166 67
20,000	Iron label-cases		10	2,000 00	23,500 00
3,000	Brass label-cases		25	750 00	
1,500	Sheets mail-bag label-cards		09½		2,750 00
300	Mail-bag catchers		15 00	4,500 00	146 25
169	Mail-bag catchers, repaired			106 76	
	Repairs of mail-bags of every description				4,606 76
	Total expense on account of mail-bags and mail-catchers				51,156 67
	Unexpended balance of appropriation				198,390 88
	Amount of appropriation				1,610 12
					200,000 00

TABLE P.—Statement of mail-locks purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1882.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
399	Iron mail-locks	\$0 58	\$231 42	
29,554	General mail-locks	52	15,368 08	
				\$15,599 50
20,000	Iron mail-locks, repaired	40	8,000 00	
4,000	Street letter-box locks, repaired	35	1,400 00	
				9,400 00
	Total expense for mail-locks			24,999 50
	Unexpended balance of appropriation			50
	Amount of appropriation			25,000 00

TRANSFER OF MAILS.

BETWEEN

**RAILROAD DEPÔTS AND POST-OFFICES IN THE
LARGER CITIES.**

LETTER FROM THE CHIEF POST-OFFICE INSPECTOR.



TRANSFER OF MAILS BETWEEN RAILROAD DEPOTS AND POST-OFFICES IN THE LARGER CITIES.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 19, 1882.

SIR: I have the honor to recommend for your consideration a plan which involves a radical change in the transportation of mails in large cities, affecting the "transfer" and "local station" service.

As you are well aware, the present system of letting to the lowest bidder for four years a contract to perform the service of delivery of mails at the railroads and post-offices has caused and is causing the greatest embarrassment and confusion.

I hazard the assertion that the conclusion is a tenable one, that it is impossible to secure reliable and satisfactory service under the present plan, and that this is a service which vitally affects our entire postal system. Complete failures have recently occurred at important points, creating great confusion. The service at other important points is in the hands of contractors who are not adequately responsible, and who are running the service possibly at a loss, their bondsmen being sufficiently responsible to justify them in giving to the government such service only as will suffice to prevent the contractor from being declared "a failing contractor," which action would result in greater loss to them than to continue the service.

Under such circumstances it is obvious that the government is but poorly served.

The contractor's outfit is such as will barely answer the purpose. The cheapest men obtainable are employed, and are not always paid their wages. They are constantly being shifted and changed, and not paid enough to secure suitable men at the start.

They are indifferent and careless in the performance of their duties.

The mails in large cities are in charge of such contractors and drivers, and are unaccompanied by postal officials in many instances. The risk is very great, both as to loss and robbery, and also as to failures in the service, which result in detentions of whole wagon-loads of mail at a time, depriving whatever section of country is thus affected of that prompt communication which a more efficient service would afford.

Experience proves that under the present system irresponsible bidders are quite certain to obtain the contracts for such service. Expensive wagons of special pattern are required, and all bidders understand that at the end of the contract term their wagons will have no value for other purposes.

It is fair to assume, therefore, that a careful bidder would add in bidding an estimate of the entire cost of an outfit, so that the government has really to purchase the plant.

If the government were to provide the horses, wagons, and necessary materials to perform this service at, say, five leading cities where

it is most important, reliable and efficient service would be secured at its prime cost, and I believe this is the only method by which reliable service can be secured and its proper performance guaranteed, or by which we can promise satisfactory results to any part of the postal service of the country, which all depends to a great extent upon this branch.

I therefore respectfully recommend that the necessary legislation be asked for of Congress and that estimates of the cost be furnished. I would outline the following plan:

That the law authorize the appointment of an officer as superintendent of this service for all of the points included in the plan; that he be selected for his special fitness for such duties as may devolve upon him, and be required to give ample bonds as a disbursing officer.

That stables be rented and horses and wagons purchased under the same plan now pursued by the War Department in purchasing supplies after public advertisement; that the highest grade of animals and material be secured, so that the best of service may be guaranteed, and the outfits present an appearance creditable to the department and the government.

At each of the cities selected an assistant superintendent should be appointed who will have charge of this service in that city. Competent and thoroughly reliable drivers and employés should be hired and paid a fair compensation, taking perhaps as a guide in this respect the organization of the best express-company service.

The regulations and rules governing the purchase of feed and supplies can easily be established, so that the interests of the government shall be protected and the best results secured.

I will present to you at the proper time statistics showing the number of animals, wagons, employés, &c., in use by contractors at each of the points where you may decide to recommend the adoption of such new service, together with an estimate of what would be required to put it in operation, and its probable cost, so that reliable estimates may be presented to Congress, with recommendation, in case it should be decided to lay the matter before that body.

Very respectfully,

DAVID B. PARKER,
Chief Inspector.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1882.

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,
Washington, D. C., October 23, 1882.

SIR: At the last session of Congress (Forty-seventh Congress, first session) an act was passed reorganizing the railway mail service in accordance with the recommendations of the Postmaster-General, and the suggestions of this office made in each annual report from and including that for 1879 to that for 1881. Under this act, which was approved July 31, 1882, an order of the Postmaster-General was issued to carry the same into effect, as follows:

**ORDER OF THE POSTMASTER-GENERAL REORGANIZING THE RAILWAY
MAIL SERVICE.**

ORDER No. 354.]

POST-OFFICE DEPARTMENT,
Washington, D. C., August 1, 1882.

In carrying into effect the act of Congress reorganizing the railway mail service, approved July 31, 1882, viz:

AN ACT to designate, classify, and fix the salaries of persons in the railway mail service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That persons in the railway mail service, known as railway post-office clerks, route agents, local agents, and mail route messengers, shall, on and after the passage of this act, be designated as railway postal clerks, and divided into five classes, whose salaries shall not exceed the following rates per annum:

First class, not exceeding eight hundred dollars; second class, not exceeding nine hundred dollars; third class, not exceeding one thousand dollars; fourth class, not exceeding one thousand two hundred dollars; and fifth class, not exceeding one thousand four hundred dollars: *Provided,* That the Postmaster-General, in fixing the salaries of clerks in the different classes, may fix different salaries for clerks of the same class, according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk of any class than the maximum fixed by this act for the class to which such clerk belongs.

SEC. 2. That the sums appropriated in the act entitled "An act making appropriation for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, for the compensation of the railway post-office clerks, route agents, mail route messengers, and local agents, be consolidated into one fund, and applied for the compensation of the clerks embraced in the five classes under the title of railway postal clerks, provided in this act.

(Signed)

J. WARRAN KEIFER,
Speaker of the House of Representatives.
DAVID DAVIS,
President of the Senate pro tempore.

(Signed)

Approved July 31, 1882.

the following regulations will be observed:

SEC. 1. Designation of clerks.—In accordance with this act all former designations of employes of the railway mail service are obsolete, and they will be hereafter known as railway postal clerks.

SEC. 2. *Nomenclature of railway mail service.*—For the sake of uniformity all lines will be called railway post-offices.

SEC. 3. *Organization of working crews.*—On lines where but one clerk to a car is appointed to perform the duties, and who runs an average of one hundred miles or more per day, he will be of class three, at \$1,000 per annum. If the average daily distance run is less than one hundred and not less than ninety miles the clerk will be of class two, at \$900 per annum; if the average daily distance run is less than ninety and more than eighty miles the clerk will be of class two, and the salary will be at the rate of \$10 per annum for each mile of the daily average of miles run. If the average distance run daily is eighty miles or less the clerk will be of class one, and the salary will be \$10 per annum for each mile of the daily average of miles run.

On lines that have been known as full railway post-office lines or that may hereafter be established in like manner, where two clerks are needed there may be one of class five, at \$1,300 per annum, and one of class four, at \$1,150 per annum.

On lines where three clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; and one of class three, at \$1,000 per annum.

On lines where four clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and one of class two, at \$900 per annum.

On lines where more than four clerks are needed such additional clerks shall be of class two or one; except two distributing cars are run on the same train (one car being for the distribution of letter mail and the other car for the distribution of newspaper mail), when there may be one clerk of class five, at \$1,300 per annum; three of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and all additional clerks of class two or one.

The clerk of the highest class in any crew will be designated the "clerk in charge."

SEC. 4. *"Helpers."*—When it becomes necessary to furnish assistance on any line, the clerk assigned to such duty will be designated a "helper," whether he runs over the entire line or only a portion of it; but such helper shall not be of a higher class nor receive a higher salary than the clerk to whom he is assigned as a helper; and in no case shall the salary of such helper exceed that of a clerk of class two.

SEC. 5. *Clerks on steamboat lines.*—Clerks on steamboat lines will be of class one, at a salary not exceeding \$720 per annum; the salary to be determined by the amount of work to be performed and the importance of the line.

SEC. 6. *Transfer service.*—Local agencies having been abolished by the act of Congress before quoted, superintendents may, if approved by the general superintendent, detail clerks not above class four at \$1,150 per annum at certain important junctions to look after the handling of mails at railroad depots, and to perform such other duties pertaining to the railway mail service as may be required. If more than one clerk is needed for such duty at the same depot, such additional clerks shall be of classes below class four, but in no case shall more than one clerk of the same class, above class one, be so detailed at the same depot. Clerks so detailed will be designated railway postal clerks, and all vacancies occurring in such details shall be filled from clerks serving on lines.

SEC. 7. *Providing for emergencies.*—To meet emergencies, superintendents may make any assignment of clerks in their respective divisions which may be necessary for the benefit of the service, but not for a longer period than ten consecutive days; and such assignments must be at once reported to the general superintendent.

SEC. 8. *Chief clerks and assistants.*—Clerks who may be detailed to duty at certain important points in charge of one or more lines will be designated "chief clerks," and such details may be made from clerks of class five, at a salary of \$1,400 per annum. No clerk will be detailed to assist a chief clerk except in special necessary cases, and the clerk so detailed shall not be above class three.

SEC. 9. *Detail of clerks.*—Superintendents may detail clerks from one route to another, but clerks so detailed must be assigned to duty in accordance with this order. Clerks may be detailed for clerical duty pertaining to the railway mail service. All details (except in cases of emergency) must be reported to the general superintendent for his approval before going into effect.

SEC. 10. *Reassignments.*—Superintendents are hereby instructed to reassign clerks in accordance with this order.

SEC. 11. *Salaries to be regulated by duties assigned.*—In no event will a clerk be allowed the salary of a higher class than is by this order assigned to the duties actually performed by him, except when ordered to perform duties of a lower grade in case of emergency.

SEC. 12. *Inability of clerks to fill positions to which assigned.*—Whenever a clerk is unable to perform the duties of the position to which he is assigned, the superintendent will at once report the facts to the general superintendent, with a recommendation for reduction or retirement.

SEC. 13. *New appointments.*—All original appointments to the position of railway

postal clerk shall be made as clerks of class one, and for a probationary period of six months from the date of the same. No reappointment at or before the expiration of the probationary period shall be made unless the appointee shall have shown himself proficient in his duties, fully competent to perform the same, and shall pass a satisfactory examination upon the duties of his position.

SEC. 14. *Superintendents to report necessary changes.*—Superintendents will report at once to the general superintendent any changes which may be necessary under this order to carry it into effect.

SEC. 15. *Date this order takes effect.*—This order will take effect on and after August 1, 1882. All regulations or parts of regulations of this department inconsistent with this order are hereby rescinded.

T. O. HOWE,
Postmaster-General.

As the service was immediately reorganized under this order, which took effect within one month after the expiration of the fiscal year with which this report is concerned, it has been considered best to show the service at the close of the fiscal year, both as it was under the old organization and as it would have been reported under the reorganization, in order to afford a basis for a comparison with its condition on the 30th of June, 1883.

At the close of the fiscal year ended June 30, 1882, there were employed in this service 3,570

RAILWAY POSTAL CLERKS,

with salaries aggregating \$3,486,779, or an average annual salary to each of \$976.68. This was an increase in number over those in the service at the close of the previous fiscal year of 393, or 12.37 per cent., and a decrease of \$1.85 per annum in the average salary paid to each.

Under the old organization the clerks were graded and paid as follows:

Number.	Grade.	Annual cost.
1,517	Railway postal clerks	\$1,706,390
1,557	Route agents	1,416,980
334	Mail route messengers	222,739
162	Local agents	140,670
Total, 3,570		3,486,779

These figures represent the condition of the service on the 30th of June; but the actual expense during the year was as follows:

Railway postal clerks	\$1,574,404 36
Route agents	1,322,336 20
Mail route messengers	189,883 92
Local agents	149,228 74
Total	3,235,853 12

RAILWAY POST-OFFICE LINES.

It affords me pleasure to be able in this report, for the first time since the mails have been carried by rail, to present a table (A¹) showing all the railway post-office lines in the United States, arranged in alphabetical order, giving the terminal post-offices, the distance run, the railroads over which they run, the annual miles of service, the number of cars and parts of cars in use and in reserve, and the number of railway postal clerks employed in each car. From this it will be seen that on June 30, 1882, there were in operation 769 railway post-offices (new

designation). Those upon which "railway post-office cars" are run and paid for are designated in the table by being printed in *italics*. These railway post-offices were conducted in 342 whole cars and 1,462 apartments in cars, a total of 1,804 cars and apartments, and were run over 87,865 miles of railroad, making 75,741,438 miles of annual service.

There were employed upon these lines 3,122 railway postal clerks; 162 clerks, as before stated, were detailed as transfer clerks (formerly known as "local agents"); 286 were detailed as chief clerks and for other clerical duty in connection with the service at this office, division headquarters, and other prominent points where needed, and were running upon steamboats; making a total of 3,570. The average number of miles traveled annually by each clerk in railway post-offices was 38,564. A comparison of these figures with those given by the Second Assistant Postmaster-General shows that there were 12,698 miles of railroad upon which there were no railway post-office lines, and that 38,253,880 miles of annual service were performed with express mails and closed pouches over these routes and portions of routes, and also upon other than mail trains, over routes where railway post-office lines were running.

GROWTH OF THE SERVICE.

Table B¹, hereto appended, shows the growth of the service as far as it can be compiled from the reports of the Postmaster-General from 1834 to the present time. In his report for the fiscal year ended November 1, 1834, Postmaster-General W. T. Barry says:

The celerity of the mail should always be equal to the most rapid transition of the traveler; and that which shortens the time of communication, and facilitates the intercourse between distant places, is like bringing them nearer together; while it affords convenience to men of business, it tends to counteract local prejudices by enlarging the sphere of acquaintance. These considerations have always had their full weight upon my mind in making improvements in mail operations. The multiplication of railroads in different parts of the country promises, within a few years, to give great rapidity to the movements of travelers, and it is a subject worthy of inquiry, whether measures may not now be taken to secure the transportation of the mail upon them. Already have the railroads between Frenchtown, in Maryland, and New Castle, in Delaware, and between Camden and South Amboy, in New Jersey, afforded great and important facilities to the transmission of the great Eastern mail.

The railroad between this city and Baltimore will soon be completed, and the distance from the post-office in this place to that of Baltimore, will not be materially varied from the present road, 38 miles. From Baltimore, by Port Deposit, in Maryland, to Coatesville, in Pennsylvania, the line for a railroad is located, and the stock subscribed for its completion, and from Coatesville to Philadelphia, a railroad is made and in operation. The distance between Baltimore and Philadelphia on this road will be one hundred and seventeen miles, about eighteen miles greater than the present land route. From Philadelphia to Trenton bridge, about twenty-eight miles, the railroad is nearly completed, and from New Brunswick, in Jersey, to Jersey City, on the west side of the Hudson River, opposite the city of New York, thirty miles, the railroad is in a state of progress. When these works shall be completed, the only interval will be between Trenton and New Brunswick, about twenty-six miles, to complete an entire railroad between this place and the city of New York, and it cannot be supposed that the enterprising State of New Jersey will long delay to perfect a communication of such great importance, passing through most of her largest and most flourishing towns.

When this shall be done, the whole distance between this city and New York on a continuous railroad, will not exceed two hundred and forty miles, and the journey may be performed at all times with certainty, allowing ample time for stopping at important places on the road, in sixteen hours, and ordinarily in a shorter period.

If provision can be made to secure the regular transportation of the mail upon this and upon other railroads which are constructing, and in some instances, already finished, it will be of great utility to the public, otherwise these corporations may become exorbitant in their demands, and prove eventually to be dangerous monopolies.

From the figures following in this table, the modest 78 miles representing the distance between South Amboy and Camden and New Castle and Frenchtown (Elkton), over which the mail was carried by the stage-coach contractors in 1834, it does not appear that Postmaster-General Barry was at all extravagant in his anticipations.

During the past year the increase in miles of railroad route over the preceding year was 8,994, or 9.82 per cent.

ESTIMATE FOR 1884.

I append a table showing the expenditures for railway postal clerks (new designation), from 1877 to the present time:

Expenditures on account of employes of railway mail service (railway postal clerks) 1877 to 1882, and estimate for the same for 1884.

Fiscal year ending June 30—	Number of railway postal clerks in service June 30.	Increase.	Expenditures.	Increase over preceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877.....	2,500		\$2,436,547 58			
1878.....	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879.....	2,608	1	2,666,315 65	169,651 83	6.79	2,371
1880.....	2,946	337	2,778,645 47	112,329 82	4.21	5,329
1881.....	3,177	231	3,039,113 97	260,468 50	9.37	6,249
1882.....	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883*.....			*3,710,000 00	474,146 88	14.65	
1884†.....			†3,977,120 00	267,120 00	7.20	

* Appropriation.

† Estimate.

The average annual per cent. of increase of each year over the preceding year from \$2,436,547.58 in 1877 to \$3,710,000 appropriated for 1883 is 7.20 per cent.; on which basis the estimate for 1884 should be \$3,977,120. It is believed, in view of the large increase made for the present fiscal year, and the facility with which expenditures can be regulated under the new organization, that this increase will be sufficient to enable postal clerks to be appointed upon new railroads as fast as completed, where the amount of mail to be handled is large enough to justify their appointment.

MAIL DISTRIBUTED, ERRORS CHECKED, &C.

During the past year the railway postal clerks handled and distributed 2,155,213,880 letters and postal cards, and 1,278,176,600 pieces of other mail matter, or a total of all classes of ordinary mail matter of 3,433,390,480, besides 14,234,310 registered packages and 570,483 through registered pouches. This was an increase over 1881 of 351,230,160 letters, or 19.48 per cent., and of other mail matter of 228,880,250, or 21.82 per cent., and a total increase of all classes of mail matter of 580,110,410, or 20.33 per cent. The increase of registered packages and pouches handled over the number reported last year is 2,776,028, or 23.9 per cent.

In the distribution of this matter 902,489 errors were made, or one for every 3,805 pieces handled, against one in every 3,624 pieces handled in 1881, one in every 3,482 pieces handled during 1880, and one in

every 3,469 pieces handled in 1879. These figures show that the clerks continue to improve in accuracy in distribution with the increase of the mails. During the past year 405,706 errors were checked against postmasters as against 454,349 errors in 1881, which shows that the distribution at post-offices has improved during the year. Tables C¹, D¹, and E¹, hereto appended, give the details of which the foregoing is a synopsis.

FACING SLIPS.

The regulations require postal clerks to place upon each letter package and in each sack of other mail matter made up by them to be redistributed in another railway post-office, or post-office, a slip of paper called a "facing slip," about four inches long by two and one-half inches wide, and bearing on its face, either printed or written, the descriptive title and destination of the mail forwarded under it, the postmark of the railway post-office and direction moving, and the name of the clerk making up the mail. These slips are also placed inside of packages and sacks made up direct for a post-office.

The clerk who opens one of these packages or sacks, if the package or sack has been missent or misdirected, notes the fact upon the slip, which he retains, and sends the package or sack in the proper direction accompanied by one of his own slips.

If the package or sack is properly addressed, the clerk notes upon the slip whether any letters, &c., have been placed therein which should have been sent in another direction or included in some other package or sack, giving a description of the same, and placing his name and postmark upon the incorrect slip. At the end of each trip a report is made to the division superintendent of the mail received, distributed, and delivered upon the trip, giving the number of packages of letters and sacks of other mail distributed. With this report are inclosed all incorrect slips.

Tables C¹, D¹, and E¹ are consolidated from these trip reports. Repeated actual counts have enabled this office to fix upon the average number of letters in a package as 40, and of pieces of other mail matter in a sack as 150, and by multiplying the number of packages and sacks by these figures respectively an approximate estimate of the work performed is obtained. It must be remembered, however, that the totals thus obtained are largely in excess of the entire number of letters, &c., mailed in the United States during the year, as every time a letter or paper is distributed it is counted, and while one distribution takes a large number of pieces of mail to their destination, a still larger number require two or more distributions before each piece is placed in a direct package or sack for the post-office to which it is addressed.

It appears from Table C¹ that during the year 62,408,191 letter packages and sacks of other mail were distributed, each of which required a facing slip to accompany it. One half may safely be added to this number for facing slips placed in direct packages and sacks, making a total of 93,612,286 facing slips used by this service during the year. The number of blank slips furnished by the blank agency is reported by the superintendent as 32,736,600. The remainder, about sixty millions, were procured by the clerks at their own expense with the information printed thereon, which is required by the regulations to be either printed or written. The average price paid by the clerks for printing, the paper (manila wrapping) being furnished by the blank agency, is 25 cents per thousand. It thus appears that the postal clerks contributed out of

their own scanty pay about \$15,000 for the improvement of the postal service during the past year. It is greatly to be desired that the use of printed slips be made general, as it contributes very largely to accuracy in distribution and dispatch of the mails, but I do not think it right to require clerks to have them printed at their own expense. The printing of these slips ought to be done at division headquarters, under the supervision of the superintendent, upon paper furnished as now by the blank agency. I have for some time been reluctant to approve requisitions for paper belonging to the postal service to be delivered to outside parties for printing and cutting into slips for the use of postal clerks, and have only done so in rare instances, because the interest of the service seemed to demand it. By an expenditure of not over \$1,000 at each division headquarters a press, paper-cutter, type, &c., could be purchased, and postal clerks could be detailed to print and issue the slips as needed. I would therefore request that Congress be asked to authorize the Postmaster-General to expend out of the appropriation for transportation of the mails by railroads, not to exceed nine thousand dollars for the purchase of presses, paper-cutters, and printing material, to be used at the several division headquarters in printing facing slips for this service.

CASE EXAMINATIONS—CHIEF CLERKS.

Tables F¹ and G¹, hereto appended, show the results of the examinations of the railway postal clerks during the year in the distribution of cards bearing the names of post-offices into cases labeled with the States and counties in which the post-offices are located. These examinations are conducted by postal clerks of class five, at a salary of \$1,400 per annum, who are detailed, on account of their superior knowledge of the service and their executive ability, as chief clerks to superintend these examinations, and also to assist division superintendents at important railroad junctions in the general management of the service.

In the discharge of these duties they are necessarily compelled to travel a great deal, involving considerable additional expense, for which they ought to be repaid. I therefore recommend that Congress be asked to give the Postmaster-General authority to allow railway postal clerks detailed as chief clerks not to exceed \$3 per day for expenses while traveling on the business of the railway mail service, to be paid out of the appropriation for the transportation of the mail by railroad.

PROBATIONARY APPOINTMENTS.

Attention is invited to the Table G¹, being a statement of the case examinations of railway postal clerks during probation. It will be seen that out of 1,027 appointed upon probation, 208 (or over twenty per cent.) failed to pass final examination, and either resigned or were dropped at the expiration of their probationary terms.

CASUALTIES—RELIEF FOR THE VICTIMS.

Table H¹, hereto appended, shows that during the past fiscal year there were 83 casualties, in which 3 railway postal clerks lost their lives, 16 were seriously and 20 were slightly wounded.

During the past eight years, as appears from Table I¹, compiled from the annual reports, 269 casualties have been reported, in which 19 employes of this service have been killed, 84 have been seriously and

77 slightly wounded. Under the regulations, as amended by an order of the Postmaster-General of June 16, 1882, leave of absence with pay is granted to postal clerks disabled by injuries received, without contributory negligence on their part, while in the discharge of their duties, for a period of not to exceed six months; but any extension of leave beyond that period must be without pay, which is a hardship for which relief should be given, and the Postmaster-General should be authorized to continue such disabled postal clerks upon leave with the full pay of their grade until recovery, or at least one year.

No provision is or can be made for the families of those killed in the service until action is taken by Congress. I renew the recommendation made in each annual report for the last seven years, that the Postmaster-General may be authorized to pay to the widow, or guardian of minor children, of railway postal clerks killed in the service, a sum equal to two years' salary of the grade held at the time of death. This would involve no additional appropriation, as the deductions from pay for failure to perform service, absence without leave, leaves of absence without pay, and violations of the regulations would be sufficient to meet all such payments. During the last fiscal year these deductions, as reported by the Auditor, amounted to nearly \$15,000, which now reverts into the Treasury. The three clerks killed in the accident between Charleston, S. C., and Savannah, Ga., January 22, 1882, received salaries at the following rates: H. A. Fox, \$1,300; W. H. Burbridge, \$1,150; and George E. Osborne, \$900, each per annum. Two years' pay to the widows or children of these men amounts to \$6,700, or less than one-half the amount deducted for the reasons above mentioned. It is impossible to preserve the discipline necessary among a force of nearly 4,000 men in order to keep up the efficiency of the service, without making deductions from the pay of individuals for failure to perform service, or for neglect to discharge their duties in accordance with the postal laws and regulations, and it would greatly add to the welfare of the service and go far to remove the discontent sometimes manifested by those who have had deductions made from their pay, were Congress to authorize the Postmaster-General to apply these deductions, as above suggested, to the relief of the families of those killed, and to meet the necessities of those disabled for a longer term than leave of absence with pay is now granted for.

RAILWAY POSTAL CARS—ESTIMATE.

The appropriation for railway post-office cars for the past year was \$1,526,000. The railway post-office lines upon which railway post-office cars were run and paid for are designated by their names being printed in *italics* in Table A¹, to which reference is made. They are the main trunk lines upon which the great through mails are transported and distributed. A detailed account of the division of the appropriation among the railroads comprising these lines is given in Table I, appended to the report of the Second Assistant Postmaster-General. It is believed that the increase of business over existing trunk lines and the completion of missing links in nearly completed new trunk lines will necessitate an additional appropriation for 1884 of \$100,000, and I therefore recommend that an appropriation of \$1,626,000 be asked for railway postal cars for 1884.

LOCAL RAILWAY POST-OFFICE SERVICE.

Much inconvenience is experienced by the inhabitants of the towns and villages along some of the lines of railroad traveled by the rail-

way post-offices carrying the great through mails, on account of the inconvenience to business men of the hours at which the railway post-offices arrive and depart. Upon most of these roads accommodation trains are run to and from the principal terminals for distances of 100 miles, more or less. It will be a great benefit to the people living along these lines if postal clerks can be placed upon these accommodation trains, and the revenues of the department would be increased by the additional number of letters which would be written when business men could write in the morning to their correspondents in the city or in the neighboring towns and receive a reply in the evening of the same day. It is believed that with the additional appropriation asked for railway postal clerks the service can be placed upon such trains where it is most needed. Wherever the correspondence already existing is sufficient to warrant the establishment of a railway post-office (new designation), the correspondence will double soon after such facilities are furnished for its more speedy exchange.

FAST MAILS AND SPECIAL FACILITIES.

The appropriation for special facilities for 1882 was \$425,000. A detailed statement of the manner in which the appropriation was expended will be found in Table K, appended to the report of the Second Assistant Postmaster-General.

The results obtained by the expenditure were as follows:

New York to Springfield, Mass. (New York, New Haven and Hartford Railroad).—This train was established at the instance of the Post-Office Department. Leaving New York at 5 a. m., it received mail leaving Washington, D. C., the previous day at 5.40 p. m.; Baltimore, 7.25 p. m.; Philadelphia, 12 midnight; and New York at 5 a. m. Delivered and received mail between New York and New Haven, Conn., where it arrived at 8.03 a. m. Without this train the mail would have been delivered at New Haven at 10.20 a. m. It connected at New Haven with train leaving at 8.08 a. m., with a postal clerk, for New London and Providence. Mail was received and delivered at all intermediate offices, and delivered at New London at 10.10 a. m. instead of 12.40 p. m.; Providence, at 12.45 instead of 3.45 p. m.; and there was a train connection from Providence to Boston. The New Haven and Willimantic R. P. O. left New Haven in connection with this train at 8.05 a. m., and at Willimantic connected with the Boston and Waterbury R. P. O. Mails were delivered and received at all places between New Haven and Boston. Mails were delivered at Middletown at 8.58 p. m., arriving in Boston at 1.25 p. m. instead of 3.55 p. m.; arriving at Hartford at 9.44 a. m. instead of 11.45 a. m.; Springfield, at 10.40 a. m. instead of 12.28 p. m. Mail for Lowell and Lawrence was delivered at 3.30 p. m., formerly delivered at 6.30 p. m. Early deliveries were also made to Worcester, Salem, Lynn, Newburyport, Haverhill, and many other important offices in Massachusetts; to Nashua, Manchester, Concord, Portsmouth, Dover, Great Falls, and to other offices in New Hampshire, and to points in Maine as far east as Portland. This train was not in the Railway Guide as one of the company's passenger trains. It carried a very large mail.

New York to Chicago, Ill. (New York Central and Hudson River Railroad, and Lake Shore and Michigan Southern Railroad).—This was for the fast mail that left New York at 4.35 a. m. and arrived at Chicago the following morning at 9.40 a. m.; also for another fast mail that left

New York at 8.50 p. m., arriving at Cleveland, Ohio, the following day at 1.50 p. m., Toledo 5.40 p. m., and Chicago the second day at 6 a. m.

Train leaving New York at 4.35 a. m. Three postal cars on this train, New York to Syracuse; two from Syracuse to Buffalo, and one from Buffalo to Chicago. This train was established at the instance of the Post-Office Department as special to Albany, where the postal cars were transferred to the regular train "made up" there for Buffalo, and from Buffalo to Chicago on the limited express, where it arrived at 9.40 a. m. At Fishkill it connected with the Millersville and Dutchess Junction R. P. O. It delivered mail at Newburgh at 6.10 a. m. instead of 10.01 a. m.; Poughkeepsie, at 6.30 a. m. instead of 10.36 a. m. At Rhinecliff it connected with the Boston Corners and Rhinecliff R. P. O. Delivered the mail at Rhinecliff, Rondout, and Kingston at 6.54 a. m. instead of 11.08 a. m.; Hudson, 7.32 a. m. instead of 12.01 p. m.; Albany, 8.20 a. m. instead of 1 p. m.; Troy, 8.50 a. m. instead of 1.15 p. m.; Schenectady at 9 a. m. instead of 1.55 p. m.; Little Falls at 10.45 a. m. instead of 3.50 p. m.; Utica, 11.22 a. m. instead of 4.30 p. m.; Rome, 11.53 a. m. instead of 5.09 p. m.; Syracuse at 1 p. m. instead of 6.25 p. m.; Rochester, 4.05 p. m. instead of 11.05 p. m.; Buffalo, 6.30 p. m. instead of midnight. Formerly these postal cars left New York at 8 a. m. and arrived at Chicago the following day at 7.40 p. m. The arrival at 9.40 a. m. instead of 7.40 p. m. is equivalent to the saving of one business day to Chicago, and for all points west and northwest of Chicago, as all the principal connections are made at Chicago; and this is particularly the case for all points west of Omaha, as the Union Pacific Railroad only runs one train per day, and this train made the connection.

The southwestern mails from New York were sent via the Pennsylvania Railroad, yet there was a large accumulation of mail on this train for that section, and the connection was made at Toledo, Ohio, which saved as much time as for points west of Chicago.

Train leaving New York at 8.50 p. m. There were three postal cars on this train that ran special with express cars (no passengers) to Cleveland, Ohio (a distance of six hundred and twenty-six miles). Formerly this mail left New York at 6 p. m., which necessitated a close in the New York office at 4 p. m., too early to get all the mail, as there is a large amount of mail posted between the closing for the 6 p. m. train and that for the 8.30 p. m. train, and all of the mail that accumulated between the hours above named and was forwarded at 8.50 p. m. gained twelve hours. This train received at Albany the mail that left Boston at 6 p. m., whereas if the postal cars left New York at 6 p. m. it would require a departure from Boston at 3 p. m. This train received and delivered mail at all important points between New York and Buffalo, where it arrived at 9.15 a. m.; Erie, Pa., 11.31 a. m.; Cleveland, Ohio, 1.55 p. m. At this point connections were made for the South and Southwest, viz: Cincinnati, arriving at 11.15 p. m.; Louisville, 8.20 a. m.; and Saint Louis, at 8.20 a. m. This train delivered and received mail at all offices between Buffalo and Cleveland and all of the larger offices between Cleveland and Chicago; arrived at Toledo 5.30 p. m.; Chicago, the second morning at 6 a. m., in time for the first delivery and to make all outward connections. Mail that left New York at 8.50 p. m. arrived at Cleveland, also Toledo, in time for delivery the following day; also at all intermediate points.

New York to Pittsburgh, Cincinnati, Saint Louis, and Chicago (Pennsylvania Railroad; Pittsburgh, Chicago and Saint Louis Railroad; and Fort Wayne and Chicago Railroad).—This arrangement was for a fast mail leaving New York at 8 p. m., arriving at Pittsburgh the following

morning, Cincinnati the following night, and Saint Louis the second morning; and for another fast mail that left New York at 8 a. m., which now leaves at 4.35 a. m.

The 4.35 a. m. train from New York hauled the Washington postal car to Philadelphia, and had two cars for Pittsburgh and the West and Southwest. At Columbus, Ohio, one car went to Cincinnati and the other to Saint Louis. Mail was delivered and received at all offices between New York and Pittsburgh, arriving at Harrisburgh at 11 a. m. instead of 7.40 p. m.; Altoona at 3.45 p. m. instead of 12 midnight. Mail was delivered and received at all the larger offices between Pittsburgh and Columbus, reaching Columbus at 3.45 a. m. instead of 9.20 a. m., and arrived at Cincinnati at 8 a. m., instead of 3.05 p. m., making the southern connections for Louisville and the South, via Louisville, at 12.45 p. m. instead of 8.05 p. m. Formerly this connection was broken at Cincinnati, consequently there was a delay of twelve hours for all points southwest from Cincinnati. This train, via Louisville and Nashville Railroad, had a direct connection to New Orleans, also to Memphis, Tenn.

The 8 p. m. train from New York carried three postal cars. On the 1st day of July, 1881, there was a fast mail established on the Pennsylvania Railroad between New York and Columbus, Ohio, leaving New York at 8.35 p. m., after the close of business, receiving all the important business mail of the day, and, by fast running, overtaking at Columbus, Ohio, the regular fast express that left New York two hours and thirty minutes earlier. At Columbus the postal cars attached to this train were separated, one going to Cincinnati, Ohio, on the regular fast express, and the other two going to Saint Louis, Mo., via Indianapolis, Ind., on the regular express and passenger train, arriving at Saint Louis, Mo., in time to make a connection with all morning outward trains.

The late departure at New York largely increases the amount of mail forwarded on this train, which is advanced twelve hours.

January 21, 1882, the schedule of this first-mentioned train was changed to arrive at Pittsburgh at 1.50 p. m., thereby losing the morning connection at Pittsburgh.

New York to Savannah, Ga., Jacksonville, Fla., &c. (Pennsylvania Railroad; Richmond, Fredericksburgh and Potomac Railroad; Richmond and Petersburg Railroad; Wilmington and Weldon Railroad; Petersburg Railroad; Wilmington, Columbus and Augusta Railroad; North-Eastern Railroad; Savannah and Charleston Railroad). This was for a fast mail that left New York at 4.35 a. m. (with connection leaving Boston the previous evening at 6.15) for Philadelphia, Baltimore, Washington, Richmond, Wilmington, Charleston, and Savannah, with connection to Jacksonville, Fla., and delivered mail at Baltimore at 9.50 a. m. instead of 3.36 p. m.; Washington, 11.20 a. m. instead of 4.40 p. m.; Richmond, 3 p. m. instead of 9.50 p. m.; Petersburg at 4 p. m. instead of 10.55 p. m.; Weldon, 6 p. m. instead of 1.20 a. m.; Wilmington, 11.05 p. m. instead of 7.05 p. m.; Florence, 2.47 a. m. instead of 11.40 a. m.; Columbia, 6.10 a. m. instead of 4.25 p. m.; Augusta, 9.52 a. m. instead of 8.40 p. m.; Charleston, 6.50 a. m. instead of 4.25 p. m.; Savannah, 10.45 a. m. instead of 9.40 p. m., and connected with train that arrived at Jacksonville at 5.30 p. m.

This line received and delivered mail at all intermediate points.

Richmond to Atlanta, Ga. (Richmond and Danville Railroad). This was for fast mail to Atlanta, Ga., November 20, 1881. It was transferred to start from Washington instead of Richmond, which did not materially increase the expense, and February 12, 1882, was discon-

tinued by the railroad company. While in operation it left Richmond on the arrival of the fast mail from the North, and arrived at Atlanta at 11 a. m. By the regular train the mail would have arrived at 12 midnight. It connected with the noon train out of Atlanta, and arrived at New Orleans at 10.22 a. m. instead of 10.02 p. m. There was a postal car on this train, and mails were delivered at all intermediate offices. All mail for points west of Atlanta was advanced twelve hours, and New Orleans received the benefits of one business day.

Alexandria to Lynchburgh, Va. (Virginia Midland Railroad).—This was for a night train on this road with through connections to the South. Prior to February 12, 1882, it left at 10.15 p. m. and made the same connections to Atlanta as the line via Richmond that left Washington at 5 p. m. Since that date it has left at 7 p. m.

Tocoi to Saint Augustine, Fla. (Saint John's Railway).—This was for twenty-six additional round trips in connection with the night boat on the Saint John's River.

ESTIMATES FOR SPECIAL FACILITIES FOR 1884.

Thus far during the present year only a small portion of the appropriation for special facilities has been expended, on account of the inability in most instances of the Postmaster-General to agree with the railroad companies upon any terms that he believed to be advantageous to the department. On the lines from Washington, D. C., to Atlanta, Ga., the companies withdrew the fast service before the end of the last fiscal year, and abandoned all claim to any allowance out of the appropriation. The Pennsylvania Railroad Company also withdrew the fast mail between New York and Pittsburgh, Pa. The service over that route is now slow and unsatisfactory.

The Atlantic Coast Line from New York to Charleston, S. C., has been continued under the same arrangement as last year.

It is believed, however, that in the near future the Postmaster-General will be able to make arrangements for the establishment of fast mail service where it is needed, upon terms which will be just to the railroads, and advantageous to the department and to the public. It is necessary that this appropriation be continued as long as the present method of adjusting the compensation of railroads for carrying the mail is kept up, in order that the Postmaster-General may have the power and authority to meet emergencies.

I would therefore respectfully recommend that the appropriation for the next fiscal year be the same as it is for the present, viz, \$600,000.

CONCLUSION.

In concluding my last annual report, after expressing my personal obligations to the assistant superintendents and railway postal clerks for the intelligence, zeal, fidelity, and energy with which they had discharged the difficult, responsible, and often dangerous duties intrusted to their care, I ventured the statement that no civil service in the world could show their superiors. Even having in mind the improvement in the efficiency of the service during the past year, I can say no more than what I then said. Their services deserve to be recognized in some thing better than mere words. The act of Congress reorganizing the service was but the first step in this direction. It remains for Congress to enact that their tenure of office shall be made permanent during good behavior, and that deductions of pay for absences without leave, &c., or for minor violations of the regulations, shall not be turned

into the Treasury as now, but shall be used to provide for the necessities of those disabled in the service, and for the families of those killed in the line of duty.

Whatever objections may with propriety be urged against such legislation in regard to persons holding other civil offices under the United States, they only serve as additional arguments in favor of these acts of justice to postal clerks. While other civil employes receive higher salaries for mere clerical work requiring no special preparatory study, the highest pay a postal clerk is allowed by law is \$1,400 per annum, and this can only be obtained after years of study and manifestation of clerical and executive abilities, such as in other branches of the civil service would be rewarded by a far higher compensation, to say nothing of the constant danger of railroad accidents to which all postal clerks are exposed. It must not be forgotten, that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the department, permanent during good behavior, the service never could have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged. Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent; just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that in any instance, or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behavior; because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the people in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to its destination every letter and other article of mail matter intrusted to their care.

I have the honor to be, sir, very respectfully, your obedient servant,
W. B. THOMPSON,
General Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

TABLE A¹.—Statement of railway post-offices

Designation of railway post-office. Lines upon which postal cars are paid for in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Abbottsford and Eau Claire, Wis.	65.43	25026	6	.....	Eau Claire, Abbottsford, Wis.	Wisconsin and Minnesota
Adrian, Mich., and Fayette, Ohio.	33	6052	9	.....	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		24036		.....	Grosse Isle, Mich., Fayette, Ohio.	do
Albany and Binghamton, N. Y.	143	6028	2	.....	Albany, Binghamton, N. Y.	Delaware and Hudson Canal Company.
<i>Albany and Rochester, N. Y.</i>	251	6011	2	.....	New York, Buffalo, N. Y.	New York Central and Hudson River.
		6013		.....	Syracuse, Rochester, N. Y.	do
Albany and New York, N. Y.	142	6011	2	.....	New York, Buffalo, N. Y.	do
<i>Albany and New York, N. Y.</i>	142	6011	2 95	.....	do	do
Albert Lea, Minn., and Angus, Iowa.	151.78	28021	6	.....	White Bear Lake, Minn., Angus, Iowa.	Minneapolis and Saint Louis.
Albert Lea, Minn., and Burlington, Iowa.	253.47	27001	6	.....	Burlington, Iowa, Albert Lea, Minn.	Burlington, Cedar Rapids and Northern.
Alexandria and Round Hill, Va.	52	11004	3	.....	Alexandria, Round Hill, Va.	Washington and Ohio
Alexandria and Strasburg, Va.	90	11003	3	.....	Manassas, Strasburg, Va.	Virginia Midland
		11002		.....	Alexandria, Lynchburg, Va.	
Allentown and Harrisburgh, Pa.	90	8073	2	.....	Allentown, Harrisburgh, Pa.	E. P. and L. V. branches Philadelphia and Reading.
Allentown and Pawling, Pa.	44	8056	2	.....	Perkiomen Junction, Etnaus, Pa.	Perkiomen
Alton Bay and Dover, N. H.	28.42	1013	1	.....	Dover, Alton Bay, N. H.	East Penn. branch Philadelphia and Reading.
Annapolis Junction and Annapolis, Md.	21	10007	3	.....	Annapolis Junction, Annapolis.	Boston and Maine
Ashland and Peach Orchard, Ky.	43.06	20027	5	.....	Ashland, Peach Orchard, Ky.	Annapolis and Elkridge
Ashland and Menasha, Wis.	250.42	25017	6 153, 150.	.....	Menasha, Ashland, Wis.	Chattaroi
Ashtabula, Ohio, and New Castle, Pa.	85	21044	5	.....	Harbor, Youngstown, O.	Wisconsin Central
		21035		.....	Youngstown, Ohio, Cross Cut, Pa.	Pennsylvania
		8029		.....	Homewood, New Castle, Pa.	do
Ashtabula, Ohio, and Pittsburgh, Pa.	134.22	8045	9	.....	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern.
		21062		.....	Andover, Youngstown, O.	do
		8123		.....	Pittsburgh, Pa., Youngstown, Ohio.	Pittsburgh and Lake Erie
Atchison and Lenora, Kans.	294.97	33003	7	.....	Atchison, Waterville, Kans.	Central Branch Missouri Pacific.
		33021		.....	Waterville, Washington, Kans.	do
		33022		.....	Greenleaf, Concordia, Kans.	do
		33026		.....	Concordia, Lenora, Kans.	do
Atchison and Topeka, Kans.	50.50	33010	7	.....	Atchison, Kans., Puebla, Colo.	Atchison, Topeka and Santa Fé.
Athens and Union Point, Ga.	40.95	15007	4	.....	Athens, Union Point, Ga.	Georgia Railroad and Banking Company.
Athol and Springfield, Mass.	47.89	3068	1	.....	Springfield, Athol, Mass.	Boston and Albany
Atlanta and Macon, Ga.	103.80	15012	4 17, 18	.....	Atlanta, Macon, Ga.	Central Railroad and Banking Company of Georgia.

In operation in the United States on June 30, 1882.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks at work on line.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
65.43	40,950	6	1	15 4	7 2	1	1	1	
(¹)	20,658	6	1	10	9	1	1	1	¹⁷ 60 miles of route (Adrian to Grosvenor, Mich.) included in New York and Chicago R. P. O.
70.30									
143.23	89,518	6	²³ 3	15 6	9 6	2	1	²⁴ 4	²² Two reserve cars.
(⁴)	165,109	6	(⁵)	1 16	9 9	(⁶)			²³ Two short stops bet. Albany and Maryland.
104						⁷ 2	2	²⁶ 6	²⁴ Route covered by New York and Chic. R. P. O.
									²⁵ Cars stated in Albany and New York R. P. O.
									²⁶ Albany and New York crews run to Syracuse.
									²⁷ Run between Syracuse and Rochester.
(⁹)	88,892	6	1	15 5	8 8	2	2	4	²⁸ Two short stops between Syracuse and Rochester.
(¹⁰)	92,584	6	4	49 5	9	6	3	¹¹ 20	²⁹ Route covered by New York and Chic. R. P. O. This run for local mails.
									³⁰ Route covered by New York and Chic. R. P. O., No. 6011.
									³¹ Two short stops between New York and Albany.
151.78	95,014	6	3	9 4	8 8	3	1	3	
253.47	158,672	6	2	22	9 4	4	1	¹² 6	³² Reserve car.
52	32,552	6	¹¹ 1	20 10	9 4				³³ Two short stops between Burlington and Vinton, Iowa.
63	56,340	6	2	10	8 6	2	1	1	
(¹⁴)									³⁴ Covered by Washington and Charlotte R. P. O., 27 miles.
90.69	56,340	6	¹² 2	11 7	8 6	2	1	2	³⁵ One reserve car.
			1	14	8 6				
38.22	27,544	6	2	8 8	6 5	1	1	1	
(¹⁶)			1	11	6 2				³⁶ 6 miles covered by Allentown and Harrisburgh R. P. O.
28.42	85,581	12	1	6 3	6 7	1	1	1	
21	13,148	6	1	9 4	8 5	1	1	1	
43.6	¹⁷ 21,842	6	1	9	5 6	1	1	1	³⁷ February 15, 1882, increase distance 12.6 miles, prior to which time it was 31 miles.
250.42	156,762	6	¹⁴ 4	21	9 8	4	1	4	³⁸ One car in reserve.
63.95	53,210	6	2	24 6	9 2	2	1	2	
18.82									³⁹ Covered by lines of second division, 2.23 miles, Erie and Pittsburgh R. P. O.
(¹⁸)									
(²⁰)	84,021	6	1	18	9	3	1	²¹ 3	⁴⁰ 24.40 miles of route (Ashtabula to Andover, Ohio) included in Oil City and Ashtabula R. P. O.
38.89									⁴¹ Clerks run two weeks and lay off one.
70.93									
100.50	215,328	7	3	17 9	7 2	4	1		⁴² Two short stops.
13.50									
41.97			²² 2	17 9	7 2				⁴³ Held in reserve.
120			²¹ 1	29 1	9 4				
50.50	36,865	7	2	13 3	9 4	1	1	1	
40.95	25,634	6	1	10 4	6 4	1	1	1	
47.89	29,979	6	1	11 9	6 9	1	1	1	⁴⁴ Reserve car.
103.80	65,684	6	²⁴ 1	12	6 6	2	1	2	Closed mails in charge of conductor on night trains, 7 round trips per week.
			2	21	8 2				

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mail.	Contract designation, terminal of route.	Corporate title of company.
<i>Atlanta, Ga., and Montgomery, Ala.</i>	174.60	15012	4	17, 18...	Atlanta, Macon, Ga.....	Central Railroad and Banking Company of Georgia.
		15003		19, 20...	Atlanta, West Point, Ga.	Atlanta and West Point.
		17001			Montgomery, Ala., West Point, Ga.	Western Railroad of Alabama.
Attica and Arcade, N. Y.	26	6108	2		Attica, Arcade, N. Y.....	Tonawanda Valley and Cuba.
Auburn and Freeville, N. Y.	40	6076	2		Freeville, Auburn, N. Y..	Ithaca Auburn and Western.
<i>Augusta and Atlanta, Ga.</i>	172.59	15004	4	17, 20...	Augusta, Atlanta, Ga....	Georgia Railroad and Banking Company.
<i>Augusta and Macon, Ga.</i>	164.57	15005	4		Augusta, Millen, Ga.....	Central Railroad and Banking Company of Georgia.
		15010			Savannah, Macon, Ga....	do
<i>Augusta, Ga., and Port Royal, S. C.</i>	110.77	14010	4		Augusta, Ga., Port Royal, S. C.	Port Royal and Augusta.
<i>Augusta and Portland, Me.</i>	62.94	6	1	1 and 2.	Portland, Bangor, Me....	Maine Central
Austin, Minn., and Mason City, Iowa.	41.47	28012	6		Austin, Minn., Mason City, Iowa.	Chicago, Milwaukee and Saint Paul.
<i>Baltimore, Md., and Grafton, W. Va.</i>	294	10008	3	49, 51, 57, 53, 48, 50, 54.	Baltimore, Md., Wheeling, W. Va.	Baltimore and Ohio
<i>Baltimore, Md., and Martinsburgh, W. Va.</i>	100	10017	3	51, 48...	Baltimore, Md., Harper's Ferry, W. Va.	do
		10013	3		Baltimore, Md., Wheeling, W. Va.	do
<i>Baltimore, Md., and Washington, D. C.</i>	42	10013	3		Bay View, Md., Washington, D. C.	Baltimore and Potomac ..
<i>Baltimore and Williamsport, Md.</i>	93	10006	3		Baltimore, Williamsport, Md.	Western Maryland
<i>Bangor, Me., and Boston, Mass.</i>	246.80	3001	1	1 and 2	Boston, Mass., Portland, Me.	Eastern
		6			Portland, Bangor, Me....	Maine Central
<i>Bangor, Me., and Boston, Mass. Short run.</i>	56.09	3001	1		Boston, Mass., Portland, Me.	Eastern
<i>Bangor and Bucksport, Me.</i>	18.89	13	1		Bangor, Bucksport, Me..	Bucksport and Bangor...
<i>Batavia and Buffalo, N. Y.</i>	47	6014	2		Canandaigua, Tonawanda, N. Y.	New York Central and Hudson River. (Tonawanda, Batavia and Canandaigua branch.)
<i>Bath and Lewiston, Me.</i>	24.17	3	1		Farmington, Brunswick, Me.	Maine Central
		11			Brunswick, Bath, Me....	do
<i>Bayard and New Philadelphia, Ohio.</i>	32.30	21008	5		Bayard, New Philadelphia, Ohio.	Pennsylvania Company ..
<i>Bay City and Detroit, Mich.</i>	108.62	24013	9		Detroit, Bay City, Mich..	Michigan Central
<i>Bay City and Jackson, Mich.</i>	115	24009	9		Jackson, Mackinaw City, Mich.	do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Remarks.
				Length, feet and inches.	Width, feet and inches.		Total number of clerks at work on line.		
(1)	254, 916	14	4	49 1	9 1	3	2	9	¹ 6 miles covered by Atlanta and Macon, Ga., R. P. O.
80. 60 88						3	1		
25. 83	16, 276	6	1	8 0	5 4	1	1	1	
39. 79	25, 040	6	1	7 2	6 6	1	1	1	
172. 59	125, 990	7	1	24	8 7	3	1	3	Closed mails in charge of conductor on night trains, 7 round trips per week.
			1	25 6	8 8				
79	103, 020	6	1	24 4	8 8				
			4	14 1	6 7	3	1	3	Closed mails in charge of conductor on night trains, 7 round trips per week.
85. 57									
110. 77	80, 812	7	2	10 4	6 7 1/2	1	1	1	Closed mails in charge of conductor on night trains between Yemassee and Port Royal, S. C.
(7)	39, 400	6	1	16	6 7	1	1	1	² Covered by Bangor and Boston R. P. O. 62.94 miles.
41. 47	25, 960	6	1	15 4	8 6	1	1	1	³ Reserve car.
			1	12 1	8 2				
294	429, 240	14	8	51 5	8 9	8	2	10	Two short stops between Baltimore and Cumberland, Md. One short stop between Baltimore, Md., and Washington, D. C.
460	62, 600	6	2	14	8 4	1	1	2	⁴ Main stem, Relay to Point of Rocks, Md.
(6)									⁵ Covered by Baltimore and Grafton R. P. O. 40 miles.
(6)	26, 292	6	4	14 4	8 4	1	1	1	⁶ Covered by New York and Washington R. P. O. 42 miles.
93	58, 218	6	3	8	8	2	1	2	
109. 08	332, 560	13	4	60	9 1	8	3	128	⁷ Four short stops between Boston, Mass., and Portland, Me.; two on day train and two on night train.
137. 72			1	40	9				⁸ Reserve car.
(9)	35, 081	6	(10)			1	2	113	⁹ Covered by Bangor and Boston R. P. O. 56.09 miles.
									¹⁰ The cars used by Bangor and Boston short run are also used by the North Conway and Portsmouth R. P. O. (See column of remarks of that line.)
18. 89	23, 650	12	1	15 2	7 4	1	1	152	¹¹ One clerk as a relief in addition to the two clerks reported on this sheet.
1236	29, 422	6	1	5 9	6 0	1	1	1	¹² One clerk as relief. Also relieves Blanchard and Oldtown and Belfast and Burnham R. P. O's.
15. 03	30, 260	12	1	16	6 7	1	1	1	¹³ Run extended 11 miles to Buffalo.
(14)									
32. 39	20, 276	6	1	14 6	8 9	1	1	1	¹⁴ Covered by Rockland and Brunswick R. P. O. 9.14 miles. This clerk is relieved once in four weeks. (See column of remarks North Anson and Lewiston R. P. O.)
108. 62	135, 992	1512	102	12	6 8	3	1	3	¹⁵ Double daily (except Sunday) service.
			1	14	9 1				¹⁶ One of these cars held in reserve. Clerks run two weeks on 1 day off one.
17298. 16	143, 980	1512	2	15 6	8 5	4	1	4	¹⁷ Miles of route covers Mackinaw City and Bay City R. P. O.
			1	12	9				¹⁸ Double daily (except Sunday) service.
									¹⁹ Held in reserve.

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Bay City, Wayne, and Detroit, Mich.	120.85	24006	9	Detroit, Mich., Chicago, Ill.	Michigan Central.....
		24015	..		Monroe, Ludington, Mich.	Flint and Pere Marquette.
		24048	..		East Saginaw, Bay City, Mich.	.....do.....
Beardstown and Shawneetown, Ill.	229.06	23033	6	.....	Beardstown, Shawneetown, Ill.	Ohio and Mississippi.....
Belfast and Burnham, Me.	33.95	4	1	.....	Belfast, Burnham Village, Me.	Maine Central.....
Bellaire and Woodsfield, Ohio.	43	21063	5	.....	Bellaire, Woodsfield, Ohio	Bellaire and Southwest- -rn.
Bellevue and Cascade, Iowa.	36.68	27053	6	.....	Bellevue, Cascade, Iowa..	Chicago, Milwaukee and Saint Paul.
Beloit and Solomon City, Kans.	56.90	33025	7	.....	Solomon City, Beloit, Kans.	Union Pacific (Kansas Division).
Belvidere, N. J., and Philadelphia, Pa.	102	7008	2	.....	Trenton, N. J., intersection of Delaware, Lackawanna and Western Railroad.	Belvidere Division, Pennsylvania.
Bement and Effingham, Ill.	61.85	23043	6	.....	Streator, Altamont, Ill. . .	Wabash, Saint Louis and Pacific.
		23063	..		Shumway, Effingham, Ill.	.....do.....
Bennington, Vt., and Chatham, N. Y.	58	6054	2	.....	Chatham, N. Y., Bennington, Vt.	Lebanon Springs.....
Bethany Junction, Iowa, and Grant City, Mo.	45.15	27006	6	.....	Chariton, Iowa, Grant City, Mo.	Chicago, Burlington and Quincy.
Bethlehem and Philadelphia, Pa.	55	8004	2	.....	Philadelphia, Bethlehem, Pa.	Philadelphia and Reading, North Pennsylvania Division.
Big Rapids and Detroit, Mich.	191	24016	9	.....	Ionia, Big Rapids, Mich. .	Detroit, Lansing and Northern.
		24017	..		Detroit, Howard City, Mich.	.....do.....
Big Rapids and Holland, Mich.	91	24022	9	.....	Muskegon, Big Rapids, Mich.	Chicago and West Michigan.
		24021	..		New Buffalo, Pentwater, Mich.	.....do.....
Binghamton and New York, N. Y.	210	7028	2	.....	Hoboken, Danville, N. J.	Delaware, Lackawanna and Western.
		8019	..		Binghamton, N. Y., New Hampton, N. J.	.....do.....
Bismarck, Dak., and Glendive, Mont.	221.34	26001	6	.....	Duluth, Minn., Glendive, Mont.	Northern Pacific.....
Blair and Long Pine, Nebr.	237.42	27077	6	.....	California Junction, Iowa, Fremont, Nebr.	Sioux City and Pacific...
		34010	..		Fremont, Long Pine, Nebr.	Fremont, Elkhorn and Missouri Valley.
Blanchard and Oldtown, Me.	64.03	14	1	.....	Oldtown, Blanchard, Me. .	Bangor and Piscataquis..
Bloomington and Roodhouse, Ill.	110.45	23018	6	131, 133, 132.	Bloomington, East Saint Louis, Ill.	Chicago and Alton.....
Bluffs, Ill., and Hannibal, Mo.	50.57	23025	6	.....	Hannibal, Mo., Bluffs, Ill.	Wabash, Saint Louis and Pacific.
Boston, Mass., and Albany, N. Y.	222.06	3025	1	97, 101, 94, 100.	Boston, Mass., Albany, N. Y.	Boston and Albany.....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	73, 652	6	1	20 9	8 10	2	1	2	¹ 18 miles of route (Detroit to Wayne, Mich.) included in Detroit and Chicago R. P. O.
(2)			² 1	16	9				² 90.10 miles of route (Wayne to East Saginaw, Mich.) included in Ludington and Toledo R. P. O.
12.75									³ Held in reserve.
229.06	143, 391	6	1	16 6	8 10½	4	1	4	This line is divided at Flora, Ill.
			1	16	9 4				⁴ Reserve car.
			1	14 4	9 1				
			⁴ 1	10	9 4				
33.95	21, 252	6	1	16	6 7	1	1	1	This clerk is relieved once in four weeks.
43	26, 918	6	1	5 10	5 10	1	1	1	(See column of remarks Bangor and Bucksport R. P. O.)
36.68	22, 961	6	1	7 2	5 10	1	1	1	⁶ Reserve car.
			⁶ 1	7 6	5 9				
56.90	41, 537	7	1	25 1	8 10½	1	1	1	
⁶ 68.70	63, 852	6	1	12 6	8 2	1	1	1	⁸ 33 miles covered by New York and Washington R. P. O., Route 7004.
			⁷ 1	12 4	6 2				⁷ Two reserve cars.
			⁷ 1	11 3	6 3				
52.60	38, 718	6	1	11 3	6 10	1	1	1	
9.25									
58.20	36, 308	6	1	8 6	8 6	1	1	1	
			1	10	6 2				
45.15	28, 263	6	1	8 10½	6 11½	1	1	1	
54.46	34, 430	6	1	15	6 2	1	2	2	
68.03	119, 566	6	1	13 1	9	3	1	²⁴	⁸ Clerks run two weeks and lay off one; one short stop Lansing to Detroit, Mich.
(9)			¹⁰ 1	15	9 1				⁹ 122.97 miles of route (Ionia to Detroit, Mich.) included in Howard City and Detroit R. P. O.
				12	7 4				¹⁰ Held in reserve.
55.50	56, 966	6	1	13 4	8 10	2	1	2	¹¹ Held in reserve.
(12)			¹¹ 1	13 4	8 10				¹² 35.50 miles of route (Muskegon to Holland, Mich.) included in Pentwater and Muskegon R. P. O.
¹² 34.15	131, 460	6	2	20	7 6	3	1	¹⁴⁵	¹³ 32 miles additional between Danville and Washington, N. J.
¹² 114.50			¹⁴ 1	18	7 6				¹⁴ One short stop Buonton to Water Gap and return; one short stop Binghamton to Ansonink, Pa.
									¹⁵ One reserve car.
221.84	138, 558	6	(17)			4	1	4	¹⁶ 30 miles, between Double Track and Washington, covered by New York, Dover, and Easton R. P. O., route No. 7013.
24.73	148, 624	6	3	17 9	9 6	3	1	3	¹⁷ No apartment provided.
			¹⁸ 1	17 8	9 6				¹⁸ Reserve cars.
212.69			¹⁸ 1	13 9	9 3				
64.03	40, 082	6	1	14	9	1	1	1	¹⁹ Reserve car. This clerk is relieved once in four weeks. (See column of remarks, Bangor and Bucksport R. P. O.)
			¹⁹ 1	7 8	6 8				
110.45	69, 141	6	²⁰ 1	40	8 11½	2	1	2	²⁰ Whole car.
			²¹ 1	23 8	8 9				²¹ Reserve.
50.57	31, 656	6		12	9 6	1	1	1	
202.06	263, 286	12½	2	56 7½	8 9½	4	²² 2	24	²² Parts of cars.
			²³ 1	27 10	8 7	4	²³⁴		²³ Reserve car.
			²⁴ 1	28 6	8 6				²⁴ A. M.
			²⁵ 1	28 7	8 7				²⁵ P. M.

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<i>Boston, Mass., and Albany, N. Y.</i> Short run.	98.66	3025	1	99.....	Boston, Mass., Albany, N. Y.	Boston and Albany
Boston, Clinton, and Fitchburgh, Mass.	57.49	3025	1	.....	do	do
		3051	..		New Bedford, Fitchburgh, Mass.	Old Colony, Northern Division.
Boston, Mass., and Greenville, N. H.	59.90	3021	1	.....	Boston, Greenfield, Mass.	Fitchburgh
		3024	..		Ayer, Mass., Greenville, N. H.	do
Boston, Mass., and Hopewell Junction, N. Y.	214.88	3034	15, 8, 9, 11		Boston, Mass., Willimantic, Conn.	New York and New England.
		5007	48.....		Hopewell Junction, N. Y., Providence, R. I.	do
<i>Boston, Mass., and New York, N. Y.</i> Shortrun.	135.59	5005	18, 13....		New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
Boston, Mass., and Providence, R. I.	44.19	3035	1	.....	Boston, Mass., Providence, R. I.	Boston and Providence ..
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	231.23	3035	13, 4....		Boston, Mass., Providence, R. I.	do
		4002	..		Providence, R. I., Groton, Conn.	New York, Providence and Boston.
		5004	..		New Haven, New London, Conn.	New York, New Haven and Hartford.
		5005	..		New York, N. Y., Springfield, Mass.	do
<i>Boston, Springfield, Mass., and New York, N. Y.</i>	224.25	3025	12, 3, 5, 10, 11, 12...		Boston, Mass., Albany, N. Y.	Boston and Albany
		5005	..		New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
<i>Boston, Mass., and Troy, N. Y.</i>	190.83	8021	1	101, 103....	Boston, Greenfield, Mass.	Fitchburgh
		8022	..	94, 98....	Greenfield, North Adams, Mass.	do
		6067	..		Troy, N. Y., North Adams, Mass.	Troy and Boston

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
(1)	61,761	6	1	27 9	8 3	2	2	4		¹ Covered by Boston and Albany R. P. O. 98.66 miles.
(3)	35,988	6	1	15	6	1	1	42		² Part of a car.
36.28										² Covered by Boston and Albany R. P. O. 21.21 miles.
(4)	37,497	6	1	6 6	9	1	1	1		⁴ One man as a relief; also relieves Rutland and Hoosick Junction, Keene and Springfield, Nashua and Worcester, and Boston and Greenville clerks.
23.83										⁴ Covered by Boston and Troy R. P. O. 36.07 miles. This clerk is relieved once in 6 weeks. (See column of remarks Boston, Clinton and Fitchburgh R. P. O.)
85.80	134,514	6	1	18 2	8 11	3	2	10		⁶ Reserve cars also used by the Boston, Waterbury and Boston Willimantic agents.
120.08			1	13 10	8 8	4	1			⁷ On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning on the a. m. run west next day. On the 1 p. m. run west there is 1 clerk to a car; this clerk runs to Waterbury, Conn., returning next a. m., the second clerk on Boston and Hopewell Junction returning with him—there being 2 clerks on the run east from Waterbury, Conn., four clerks between Boston and Hopewell Junction, 6 clerks between Boston and Waterbury, Conn.
			61	14 10	8					
			61	18 10	6 7					
(9)	84,879	6	1	44	8 6	4	2	1011		⁸ Covered by Boston, Springfield and New York R. P. O. 62.36 miles, and by Boston, Providence, and New York R. P. O. 73.23 miles.
			1	34 8	8 6					⁹ Reserve car, but is unfit for use.
			61	31	8 8					¹⁰ Short stops between New York, N. Y., and New Haven, Conn.
(11)	55,325	12	3	15	6 4	2	1	123		¹¹ Covered by Boston and Providence and New York R. P. O. 44.19 miles.
44.19	168,797	7	2	55	8 8	4	3	12		¹² One clerk as relief; also relieves Providence and New London clerk.
62.10										
51.71										
73.23										
(12)	464,283	1419	2	55	8 8	8	4	1436		¹³ Covered by Boston and Albany R. P. O. 98.66 miles.
1462.36			2	54 6	8 8					¹⁴ Six round trips per week by 4.30 p. m.; messenger in charge closed mails; no apartment in car; runs in baggage-car.
			171	35 4	8 7					¹⁴ messengers on 4.30 p. m. run.
										¹⁴ Covered by Boston, Providence and New York R. P. O. 73.23 miles.
105.71	358,378	18	1	15	6 6	12	2	1926		¹⁵ Reserve car; part of a car.
37.12			1	16 2	9					¹⁶ Reserve cars; all of these cars are parts of cars.
48			1	30	8 3					¹⁷ Two short stops between Athol, Mass., and Troy, N. Y.
			1	18	6 6					
			1	15 10	8 9					
			1	30	8 6					
			101	17 6	6 2					
			101	16 6	0					

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Boston, Mass., and Waterbury, Conn.	149.71	3034	1	Boston, Mass., Willimantic, Conn.	New York and New England.
		5007	..		Hopewell Junction, N. Y., Providence, R. I.	.....do
<i>Boston and Wellfleet, Mass.</i>	106.39	3038	1	.....	Boston, South Braintree, Mass.	Old Colony
		3039	..		South Braintree, Mass., Newport, R. I.	.....do
		3041	..		Middleborough, Provincetown, Mass.	.....do
Boston, Mass., and Willimantic, Conn.	85.80	3034	1	.....	Boston, Mass., Willimantic, Conn.	New York and New England.
Boston Corners and Rhinecliff, N. Y.	35	6097	2	.....	Rhinecliff, Boston Corners, N. Y.	Rhinebeck and Connecticut.
Bowie and Pope's Creek, Md.	49	10014	3	.....	Bowie, Pope's Creek, Md.	Baltimore and Potomac.
Bowling Green, Ky., and Decatur, Ala.	193	20005	5	.....	Louisville, Ky., Nashville, Tenn.	Louisville and Nashville.
		19006	..		Nashville, Tenn., Decatur, Ala.	.....do
Branch Junction and Pittsburgh, Pa.	64	8039	2	.....	Blairsville, Allegheny, Pa.	Pennsylvania Railroad, West Pennsylvania Division.
Brattleborough, Vt., and Palmer, Mass.	60.37	3061	1	.....	Palmer, Miller's Falls, Mass.	Central Vermont
		3062	..		Miller's Falls, Mass., Brattleborough, Vt.	.....do
Breckenridge, Minn., and Durbin, Dak.	47.87	35003	6	.....	Breckenridge, Minn., Durbin, Dak.	Saint Paul, Minneapolis and Manitoba.
Breckenridge and Saint Paul, Minn.	217.66	26006	6	.....	Saint Paul, Breckenridge, Minn.	.....do
Bremond and Cisco, Tex.	197.76	31005	7	.....	Bremond, Albany, Tex.	Houston and Texas Central.
Brewster's Station and New York, N. Y.	63	6017	2	.....	New York, Brewster's Station, N. Y.	New York City and Northern and Metropolitan Elevated.
<i>Bristol and Chattanooga, Tenn.</i>	242.10	19002	5	33, 36..	Bristol, Chattanooga, Tenn.	East Tennessee, Virginia and Georgia.
Brocton, N. Y., and Oil City, Pa.	90	6061	2	.....	Brocton, N. Y., Corry, Pa.	Buffalo, Pittsburgh and Western.
Brunswick and Albany, Ga.	172.39	15023	4	.....	Brunswick, Albany, Ga.	Brunswick and Albany..
Brunswick, Mo., and Council Bluffs, Iowa.	223.88	28013	7	111, 110.	Brunswick, Mo., Council Bluffs, Iowa.	Wabash, Saint Louis and Pacific.
Buda and Yates City, Ill.	50.55	23072	6	.....	Elmwood, Buda, Ill.	Chicago, Burlington and Quincy.
		23009	..		Peoria, Galesburgh, Ill.	.....do
Buffalo and Opelika, Ala.	22.59	17014	4	.....	Buffalo, Opelika, Ala.	East Alabama and Cincinnati.
Buffalo, N. Y., and Emporium, Pa.	124	6058	2	.....	Buffalo, N. Y., Emporium, Pa.	Buffalo, New York and Philadelphia.
Buffalo and Jamestown, N. Y.	71	6091	2	.....	Buffalo, Jamestown, N. Y.	New York, Lake Erie and Western Railroad, Buffalo and Southwestern Branch.
Bureau Junction and Peoria, Ill.	47.16	23016	6	.....	Bureau Junction, Peoria, Ill.	Chicago, Rock Island and Pacific.
Burlington and Council Bluffs, Iowa.	296.45	27005	6	145, 148.	Burlington, Council Bluffs, Iowa.	Chicago, Burlington and Quincy.
Burlington and Keokuk, Iowa.	43.69	27011	6	.....	Keokuk, Burlington, Iowa.	.....do
Burlington, Iowa, and LaCade, Mo.	182.37	27008	6	.....	Burlington, Iowa, LaCade, Mo.	Chicago, Burlington and Kansas City.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
(¹)	93,718	6	1	18 2	8 11	.....	(²)			¹ Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.
(²)	-----		1	17 4	9					² For employes, see Boston and Hopewell Junction R. P. O. .
11.36	133,200	12	2	20 6	9 2	2	²	6		² Covered by Boston and Hopewell Junction R. P. O., 63.91 miles.
23.00	-----		1	10	6 3	2	⁴ 1			⁴ Reserve cars.
71.94	-----		⁴ 1	12 2	8 3					^{4a} a. m. run, 2 clerks to a car.
(⁷)	53,710	6	1	13 10	8 8	1	1	²		⁶ p. m. run, 1 clerk to a car.
85.20	21,910	6	1	10 6	6 6	1	1	1		⁷ Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.
49	30,674	6	1	9 4	8 5	1	1	1		⁸ 1 clerk as a relief; also relieves Worcester and Norwich and Palmer and New London clerks.
(⁹)	140,890	7	5	14 6	8 6	3	1	3		⁹ Covered by Louisville and Nashville R. P. O., 70.77 miles.
122.23	-----									
¹⁰ 64.60	40,064	6	¹¹ 2	11 4	8 8	1	1	1		¹⁰ Route extended 1.40 miles to Branch Junction.
88.98	37,791	6	1	10 4	6 6	1	1	1		¹¹ 1 reserve car.
21.39	-----		¹² 1	11	6 6					¹² Reserve car.
47.87	29,966	6	1	17 10	8 9	1	1	1		
217.66	136,255	6	2	22	9 4	4	1	4		¹³ Reserve.
197.76	144,364	7	¹³ 1	20	9					
52.50	39,438	6	1	8 10	6 10	1	1	1		
10.28	-----									Agent runs from Rector street to One Hundred and Fifty-fifth street, New York City, on the Metropolitan Elevated Railroad.
242.10	177,733	7	3	38 6	9	4	2	8		
90	56,340	6	¹⁴ 5	12	6	2	1	2		¹⁴ 2 reserve cars.
172.89	107,916	6	¹⁴ 2	11	6 6					
223.88	140,148	6	1	14 7	8 7½	2	1	2		
47.80	81,644	6	2	15 8	8					
(¹⁵)	22,59	6	1	25 7½	9 2½	3	1	3		
123.50	77,624	6	1	18	9	2	1	2		¹⁵ Distance (2.75 miles) covered by Peoria and Galesburg, Ill., R. P. O.
71.09	44,448	6	¹⁶ 1	16 6	7 2					¹⁶ 1 reserve car.
47.16	29,522	6	1	13 6	6 6	1	1	1		
296.45	185,577	6	2	51 4½	8 9½	4	2	8		Whole cars.
43.69	27,349	6	1	15 4	8 10	1	1	1		
182.37	114,163	6	¹⁷ 3	12	9	3	1	3		¹⁷ 1 car in reserve.

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, to mini of route.	Corporate title of company.
Burlington, Iowa, and Quincy, Ill.	73.65	23011	6	.....	Burlington, Iowa, Quincy, Ill.	Chicago, Burlington and Quincy.
Burlington and Washington, Iowa.	53.04	27035	6	.....	Burlington, Washington, Iowa.	Burlington and North Western.
Butler and Logansport, Ind.						
Butler and Freeport, Pa.	22	8053	2	.....	Freeport, Butler, Pa.	Pennsylvania, West Pennsylvania Division.
Butte City, Mont., and Ogden, Utah.	416.40	41003	8	.....	Butte City, Ogden.	Utah and Northern.
Cadillac and Kalamazoo, Mich.	144.40	24018	9	.....	Fort Wayne, Ind., Walton, Mich.	Grand Rapids and Indiana.
Cairo, Ill., and Corinth, Miss.	164	18004	4	115, 114.	Mobile, Ala., Cairo, Ill.	Mobile and Ohio.
Cairo, Ill., and New Orleans, La.	550.70	18001	4	115, 117.	Canton, Miss., Cairo, Ill.	Chicago, Saint Louis and New Orleans.
		30001		114, 118.	New Orleans, La., Canton, Miss.	do.
Cairo, Ill., and Poplar Bluff, Mo.	74.66	28027	7	.....	Cairo, Ill., Poplar, Bluff, Mo.	Saint Louis, Iron Mountain and Southern.
Calistoga and Vallejo Junction, Cal.	43.78	46008	8	.....	Calistoga, Vallejo Junction.	California Pacific.
Calmar and Davenport, Iowa.	195.88	27027	6	.....	Davenport, Calmar, Iowa.	Chicago, Milwaukee and Saint Paul.
Calmar, Iowa, and Mitchell, Dak.	331.95	27025	6	.....	Calmar, Pattersonville, Iowa.	do.
		27049			Pattersonville, Iowa, Running Water, Dak.	do.
		35002			Marion, Chamberlain, Dak.	do.
Camak and Macon, Ga.	78.59	15021	4	.....	Camak, Macon, Ga.	Georgia Railroad and Banking Company.
Cambridge City and Columbus, Ind.	65.61	22011	5	.....	Cambridge City, Columbus, Ind.	Pennsylvania Company.
Cambridge Junction and Burlington, Vt.	34.47	2014	1	.....	Burlington, Cambridge Junction, Vt.	Burlington and La Moille.
Cameron and Plattsburgh, Mo., and Atchison, Kans.	63.50	27017	7	133, 132.	Davenport, Iowa, Leavenworth, Kans.	Chicago, Rock Island and Pacific.
		28032			Atchison, Kans., Edgerton Junction, Mo.	do.
Cameron, Saint Joseph, Mo., and Atchison, Kans.	58.33	28005	7	.....	Quincy, Ill., Saint Joseph, Mo.	Hannibal and Saint Joseph.
		28030			Saint Joseph, Mo., Atchison, Kans.	do.
Canal Dover and Marietta, Ohio.	98.22	21040	5	.....	Canal Dover, Marietta, Ohio.	Cleveland and Marietta.
Canandaigua and Batavia, N. Y.	50	6014	2	.....	Canandaigua, Tonawanda, N. Y.	New York Central and Hudson River.
Canastota and Elmira, N. Y.	120	6075	2	.....	Horseheads, Cortland, N. Y.	Utica, Ithaca and Elmira.
		6080			Canastota, Cortland, N. Y.	Casnovia, Canastota and De Ruyter.
Canandaigua and Elmira, N. Y.	68	6063	2	.....	Canandaigua, Elmira, N. Y.	Northern Central.
Canton and Mechanic Falls, Me.	26.09	19	1	.....	Mechanic Falls, Gilbertville, Me.	Rumford Falls and Buckfield.
Canton and Sherodsville, Ohio.	48.06	21009	5	.....	Canton, Sherodsville, Ohio.	Connottan Valley.
Carbondale to Scranton, Pa.	18	8018	2	.....	Scranton to Carbondale, Pa.	Delaware and Hudson Canal Company.
Careyville and Knoxville, Tenn.	38.94	19008	5	.....	Careyville to Knoxville, Tenn.	Knoxville and Ohio.
Carrollton, N. Y., and Butteville, Pa.	25	8024	2	.....	Butteville, Pa., Carrollton, N. Y.	New York, Lake Erie, and Western Railroad (Bradford Branch).

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway postoffice cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
73.65	46,104	6	1	19 11	8 9 ³ / ₄	1	1	1		
53.04	33,203	6	1 ¹¹ / ₂	17	8 9 ³ / ₄	1	1	1		1 Reserve car.
			1	11 5	6 4	1	1	1		See Detroit and Logansport R. P. O.
22.06	26,918	12	1	5 3	8 7	1	1	1		
416.40	308,972	7	3	40	7 5 ¹ / ₂	7	1	7		
(⁵)	91,646	6	1	17	8 9	2	1	2		⁵ Miles of route included in Kalamazoo and Cincinnati R. P. O., Fifth Division.
164	119,720	7	6	13	7 6	3	1	3		
			6	21 6	8 11	3	1	3		
344.27	402,011	7	4	45 2	9 4	6	2	19		Three helpers.
206.43			1	44 11	9 2	4	1			
74.66	46,737	6	1	12 10	6 4	2	1	2		
43.78	54,812	12	2	10	8 10	1	1	1		
165.88	103,840	6	1	16 2	6 8	3	1	3		
			1	15 10	7 4					
			³¹ / ₂	11 3	7 2					
224.46	207,800	6	2	19 1	9	4 ¹ / ₂	1	4 ¹ / ₂		¹ Reserve. ⁴ This line is divided at Sanborn, Iowa. East Division, one short stop between Calmar and Charles City, Iowa. ⁵ West Division.
62.94			1	27 4	9	5 ³ / ₄	1			
44.55										
78.59	49,197	6	1	10 3 ¹ / ₂	6 9 ¹ / ₄	1	1	1		Closed mails in charge of conductor on night trains, 7 round trips per week.
65.61	41,071	6	1	11	6	2	1	2		Route extended from July 1, 1882, from Columbus to Madison, Ind.
34.47	21,578	6	1	3 6	3 7	1	1	1		
			⁶¹ / ₂	8 8	6 10					⁶ Reserve car.
33.50	46,350	7	1	15	9	2	1	8		One helper.
30										
36.15	42,580	7	2	13 8	9 1 ¹ / ₂	1	1	1		
22.18										
98.22	61,485	6	1	12	9	2	1	2		
50	31,300	6	2	5 9	6	1	1	1		
65.17	75,145	6	⁷¹ / ₂	18	9	2	1	2		⁷ Three reserve cars.
⁴⁹ / ₁₀₀			⁷¹ / ₂	15 6	9					⁵ 79 miles covered by New York and Dunkirk R. P. O.
			⁷¹ / ₂	14 9	8 10					⁶ One car in shop.
			⁹² / ₁₀₀	10 6	7					¹⁰ One reserve car.
68.50	42,568	6	¹⁰³ / ₁₀₀	15	8 6	1	1	1		
			1	14 10	8 6					
			¹⁰² / ₁₀₀	14 8	8 6					
26.09	16,332	6	1	10	6 6	1	1	1		
48.06	30,085	6	1	6	5 10	1	1	1		
17.60	33,804	18	1	8 10	6 6	1	1	1		¹¹ One reserve car.
			¹¹¹ / ₁₀₀	8 9	6 6					
38.94	24,376	6	1	5 6	4 6	1	1	1		
24.79	23,475	9	1	16	8	1	1	1		

TABLE A¹.—Statement of railway post-offices in operation

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Cayuga and Ithaca, N. Y.	38	6089	2	Cayuga, Ithaca, N. Y.	Geneva, Ithaca and Sayre Railroad (Cayuga Br'ch).
Cedar Rapids and Council Bluffs, Iowa.	272.18	23003	6	137, 140.	Chicago, Ill., Union Pacific Transfer.	Chicago and Northwestern.
Cedar Rapids and Emmettsburgh, Iowa.	185.20	27003	6	.....	Cedar Rapids, Emmettsburgh, Iowa.	Burlington, Cedar Rapids and Northern.
Central City and Calvert, Nebr.	190.10	34011	6	.....	York, Central City, Nebr.	Burlington and Missouri River in Nebraska.
		34005			Nemaha City, York, Nebr.	do
		34019			Nemaha City, Calvert, Nebr.	do
<i>Centralia and Cairo, Ill.</i>	112.63	23020	6	116	Chicago, Cairo, Ill.	Illinois Central
Centreville and Humeston, Iowa.	42.05	28015	6	.....	Keokuk, Humeston, Iowa	Wabash, Saint Louis and Pacific.
Chambersburgh and Richmond Furnace, Pa.	26	8071	2	.....	Marion Junction, Mercersburgh, Pa.	Cumberland Valley Railroad (South Penn. Br'ch)
Chandler and Hudson, Wis.	83.85	25028	6	.....	Hudson, Gunderson, Wis.	Chicago, Saint Paul, Minneapolis and Omaha.
Chariton, Iowa, and Albany, Mo.	98.68	27606	6	.....	Chariton, Iowa, Grant City, Mo.	Chicago, Burlington and Quincy.
		27661			Bethany Junction, Iowa, Albany, Mo.	do
Charleston, S. C., and Augusta, Ga.	137.45	14003	4	.....	Columbia, Charleston, S. C.	South Carolina Railway
		14017			Branchville, S. C., Augusta, Ga.	
<i>Charleston, S. C., and Jacksonville, Fla.</i>	288	14004	4, 1, 2, 4	.....	Charleston, S. C., Savannah, Ga.	Charleston and Savannah
		15009			Savannah, Ga., Jacksonville, Fla.	Savannah, Florida and Western.
<i>Charlotte, N. C., and Atlanta, Ga.</i>	267.33	15001	4	17, 19, 18, 20.	Atlanta, Ga., Charlotte, N. C.	Atlanta and Charlotte Air Line.
Charlotte, N. C., and Augusta, Ga.	197.53	13007	4	19, 18.	Charlotte, N. C., Augusta, Ga.	Charlotte, Columbia and Augusta.
Charlotte and Shelby, N. C.	54	13008	3	.....	Charlotte, Shelby, N. C.	Carolina Central
Chatham and New York, N. Y.	130	6022	2	.....	New York, Chatham, N. Y.	New York Central and Hudson River, Harlem Division.
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	138.47	15002	4	33, 34.	Chattanooga, Tenn., Atlanta, Ga.	Western and Atlantic
Chattanooga and Memphis, Tenn.	310.86	17005	5	33, 36.	Stevenson, Ala., Memphis, Tenn.	Memphis and Charleston
		19004			Nashville, Chattanooga, Tenn.	Nashville, Chattanooga and Saint Louis.
Chattanooga, Tenn., and Meridian, Miss.	295.54	19004	4	33, 36.	Chattanooga, Nashville, Tenn.	do
		17015			Chattanooga, Tenn., Meridian, Miss.	Alabama Great Southern
Cheyenne, Wyo., Boulder and Denver, Colo.	129.92	33003	7	.....	Denver, Colo., Cheyenne, Wyo.	Colorado Division, Union Pacific.
<i>Chicago, Ill., and Burlington, Iowa.</i>	208.02	23007	6	145, 148.	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
38.05	23,788	6	¹²	10 4	7	1	1	1	¹ One reserve car.
272.18	170,384	6	2	49 2	9 2	4	2	8	Cars run through between Chicago and Council Bluffs.
185.20	115,935	6	1	21	9 4	3	1	3	
42.35	119,002	6	2	19 10	9 4				
187.69 10.06				18 6	9 2	3	1	3	
112.63	70,506	6	1	44 4 ¹	9 0 ¹	2	2	4	
42.05	26,323	6	1	8 7	9 3	1	1	1	
¹⁹	16,276	6	1	9 9	8 6	1	1	1	¹⁷ Miles covered by Harrisburgh and Martinsburgh R. P. O.
88.85	52,490	6	1	12	9 3	2	1	2	² Reserve.
			¹	8	6 6				
51.42	61,773	6	¹	8 6	6 8				
			1	12 5	6 9	2	1	2	⁴ Reserve.
47.26			⁴²	11 11	6 10				
(⁶)	86,043	6	(⁶)			2	1	2	⁶² Miles shown in Columbia and Charleston R. P. O.
75.45									⁶ Cars on this route same as on Columbia and Charleston R. P. O., used by both R. P. O's.
¹¹⁵	420,480	14	2	42 3	9	4	2	12	⁷ Distance taken from railroad time tables.
¹⁷³			3	17 5	9	4	1		Closed mails on Albany express in charge of conductor between Savannah and Way Cross, Ga., 7 round trips per week.
267.33	390,301	14	(⁶)	49 1	9 1	9	2	18	⁸ These cars, 10 in number, run between Washington, D. C., and Atlanta, Ga., and are counted in third division, Washington and Charlotte R. P. O. Closed mail on express train in charge of conductor from Atlanta to Chamblee, Ga.
197.53	144,196	7	1	20	9	9	1	3	Closed mails on express trains in charge of conductor between Columbia, S. C., and Augusta, Ga., 7 round trips per week.
			1	20 4	9				
54	33,804	6	1	21	8				
			1	12	6	1	1	1	
130.50	168,894	14	2	20 4	8 4	¹³	1	5	⁹ Chatham and New York, N. Y., R. P. O.; through run.
			1	19 10	8 2	¹⁰	1		¹⁰ Pawling to New York, N. Y., R. P. O.
			1	18 2	8 5	¹¹	1		¹¹ Chatham to Brewster's Station, R. P. O.
			1	10	8 4				Closed mails in charge of conductor between Atlanta, Ga., and Chattanooga, Tenn., 6 round trips per week.
188.47	202,766	14	1	41 9	8 7	6	3	18	
			1	41 10	8 8				
			2	49 9	9 2				
271.86	226,927	7	2	29	8 10	5	1	5	
(¹²)									¹² Covered by Nashville and Chattanooga R. P. O. 39 miles.
(¹³)	215,744	7	3	14 8	8 8	5	1	5	¹³ 5.07 miles shown in Nashville and Chattanooga R. P. O.
			1	15 3	8 9				
290.47			1	15 3	8 10				
129.92	94,841	7	1	13	9	2	1	2	This clerk's run terminates at Colorado Junction, 5.70 miles west of Cheyenne. Denver and Georgetown, Colo., R. P. O. also runs over this route between Denver and Golden Junction.
			¹⁴	10 6	9				¹⁴ Held in reserve.
208.02	260,441	12	¹⁶²	54 10	8 9 ¹⁴	¹⁴	3	30	¹⁵ Day line. Two short stops between Mendota, Ill., and Burlington, Iowa.
			¹⁶²	54 10	8 9 ¹⁴	¹⁴	4		¹⁶ Night line.
			¹⁷¹	54 9 ¹	8 11 ¹				¹⁷ Reserve.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on month schedule of through mail	Contract designation, termini of route.	Corporate title of company.
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	219	23003	6	135, 137, 138, 140.	Chicago, Ill., Union Pacific Transfer.	Chicago and Northwestern.
<i>Chicago, and Centralia, Ill.</i>	250. 69	23020	6	115, 114	Chicago, Cairo, Ill.	Illinois Central
<i>Chicago, Decatur, Ill., and Saint Louis, Mo.</i>	284. 74	23006	6	110	Chicago, Strawn, Ill.	Wabash, Saint Louis and Pacific.
		23043			Streator, Altamont, Ill.	do
		21019			Toledo, Ohio, Quincy, Ill.	do
		23023			Decatur, East Saint Louis, Ill.	do
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	304. 15	23020	5	53, 55, 48, 50.	Chicago, Cairo, Ill.	Illinois Central
		22029			Kankakee, Ill., Lafayette, Ind.	Cincinnati, Indianapolis, Saint Louis and Chicago.
		22005			Lafayette, Indianapolis, Ind.	do
		22003			Indianapolis, Ind., Cincinnati, Ohio.	do
<i>Chicago and Effingham, Ill.</i>	199. 21	23020	6	117, 114	Chicago, Cairo, Ill.	Illinois Central
<i>Chicago, Ill., and Dubuque, Iowa.</i>	191. 09	23002	6		Chicago, Freeport, Ill.	Chicago and Northwestern.
		23021			Dubuque, Iowa, Centralia, Ill.	Illinois Central
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	203. 39	23007	6		Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.
		23036			Aurora, Foreston, Ill.	Chicago and Iowa
		23021			Dubuque, Iowa, Centralia, Ill.	Illinois Central
<i>Chicago, Ill., and Iowa City, Iowa.</i>	236. 72	23015	6	141, 140.	Chicago, Ill., Davenport, Iowa.	Chicago, Rock Island and Pacific.
		27014		138	Davenport, Missouri River, Iowa.	do
<i>Chicago, Ill., and La Crosse, Wis.</i>	284. 64	23035	6	151, 153	Chicago, Ill., Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul.
		25002		150, 152	Milwaukee, La Crosse, Wis.	do
<i>Chicago, Ill., and Louisville, Ky.</i>	317	22008	5		Chicago, Ill., Delphi, Ind.	Louisville, New Albany and Chicago.
		22038			Michigan City, Ind., Louisville, Ky.	do
<i>Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.</i>	454. 02	23054	6		Chicago, Lanark Junction, Ill.	Chicago, Milwaukee and Saint Paul.
		25024			Racine, Wis., Rock Island, Ill.	do
		27028			Savanna, Ill., Marion, Iowa.	do
		27012			Clinton, Iowa, La Crosse, Wis.	do
		26009			Saint Paul, Minn., McGregor, Iowa.	do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
219	274, 184	12	3	49 2	9 2	14 24	2 3	33	¹ Day line. Two short stops between Cortland Station, Ill., and Cedar Rapids, Iowa, and one short stop in depot at Chicago, Ill.
250. 69	156, 931	6	3	44 4	9 1	4	2	29	² Night line.
98. 87	178, 247	6	4	40	9 4	4	1	4	³ One short stop between Chicago and Champaign, Ill. One car in reserve.
52. 80 (⁵)			1	12	9 10				⁴ Whole car.
112. 57 (⁶)									⁵ Distance (19.50 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.
72. 75	412, 427	13	3	5	9 5	74 84	3 4	28	⁶ Covered by lines in sixth division, 55 miles.
64. 90									⁷ Day line 4 crews, 3 clerks to crew.
111. 50 (⁸)	145, 423	7	2	41 4	9	4	2	8	⁸ Night line four crews, 4 clerks to crew.
121. 29	119, 622	6	2	35 5	8 7	4	2	10	⁹ Distance (199.21 miles) covered by Chicago and Centralia, Ill., R. P. O.
60. 30									¹⁰ Two short stops between Chicago and Huntley, Ill.
(¹¹)	127, 322	6	2	40 1	9 11	4	2	8	¹¹ Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
(¹²)									¹² Distance (82.47 miles) covered by Foreston and Aurora, Ill., R. P. O.
182. 92	296, 373	12	142	49 4	9 4	4	2	123	¹³ Distance (82.31 miles) covered by Chicago, Ill., and Dubuque, Iowa, R. P. O., and by Freeport and Centralia, Ill., R. P. O.
53. 80			(¹⁴) 141	50 41 4	9 4 9 4	4		8	¹⁴ Day line. Two short stops between Ottawa, Ill., and Iowa City, Iowa, and one short stop between Chicago and Joliet, Ill.
86. 80	885, 971	13	173	65 5	9 4	4	4	40	¹⁵ Night line. Runs in cars of Wilton Junction and Council Bluffs R. A., which run through from Chicago, Ill., to Council Bluffs, Iowa.
197. 84			183	59 4	9 4	4	4		¹⁶ Reserve.
87. 30	196, 196	6	4	11	7 3	4	1	4	¹⁷ Day line. Two short stops between Chicago, Ill., and Milwaukee, Wis., and four short stops between Chicago, Ill., and Tomah, Wis.
228. 70									¹⁸ Night line. Two short stops between Chicago, Ill., and Watertown, Wis.
(¹⁹)	284, 216	6	3	22 0	9 4	8	1	10	¹⁹ Previous to May 1, 1882, this clerk ran between Michigan City, Ind., and Louisville, Ky. 288.30 miles, 260 days; 317 miles, 78 days.
(²¹)			1	20 0	9 4				²⁰ This line is run in two divisions, that portion between Chicago, Ill., and McGregor, Iowa, forming the East Division, and that portion between Dubuque, Iowa, and Saint Paul, Minn., forming the West Division.
(²²)									²¹ The clerks of both divisions are on duty in same car between Dubuque and McGregor, Iowa.
97									²² Distance (116.50 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
215. 82									²³ Two short stops on West Division between McGregor, Iowa, and Austin, Minn.
									²⁴ Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.
									²⁵ Distance (3.20 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Chicago and Pekin, Ill.	153.44	23017	6	.....	Chicago, East Saint Louis, Ill.	Chicago and Alton.....
		23051			Joliet, Pekin, Ill.	Chicago, Pekin and South-western.
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	22009	295.16	5	.....	Chicago, Ill., Richmond, Ind.	Pittsburgh, Cincinnati and Saint Louis.
	21025	21026			Richmond, Ind., Hamilton, Ohio.	Cincinnati, Richmond and Chicago.
	21026				Dayton, Cincinnati, Ohio	Cincinnati, Hamilton and Dayton.
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	232.98	23054	6	.....	Chicago, Lanark Junction, Ill.	Chicago, Milwaukee and Saint Paul.
	25024	27028			Racine, Wis., Rock Island, Ill.	do
	27028	27020			Savanna, Ill., Marion, Iowa.	do
	27020				Farley, Cedar Rapids, Iowa.	do
Chicago, Ill., and Saint Louis, Mo.	281.13	23017	6	127, 129, 128, 128	Chicago, East Saint Louis, Ill.	Chicago and Alton.....
Chicago and Streator, Ill.	100.45	23007	6	.....	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.
	23012				Streator, Aurora, Ill.	do
Chicago, Ill., and Terre Haute, Ind.	181.90	23042	6	.....	Chicago, Danville, Ill.	Chicago and Eastern Illinois.
	22024				Terre Haute, Ind., Danville, Ill.	do
Cincinnati, Batavia and Portsmouth, Ohio.	87.23	21052	5	.....	Cincinnati, Wilson, Ohio	Cincinnati and Eastern
Cincinnati, Ohio, and Chattanooga, Tenn.	337.50	20020	5	.....	Cincinnati, Ohio, Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific.
Cincinnati and Georgetown, Ohio.	85	21060	5	.....	Columbia, Hamersville, Ohio.	Cincinnati, Georgetown and Portsmouth.
	21014				Columbus, Cincinnati, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	125.68	21024	5	.....	Indianapolis, Ind., Hamilton, Ohio.	Cincinnati, Hamilton and Indianapolis.
	21026				Dayton, Cincinnati, Ohio.	Cincinnati, Hamilton and Dayton.
Cincinnati, Ohio, and Lexington, Ky.	99.98	20002	5	.....	Covington, Lexington, Ky.	Kentucky Central
Cincinnati, Ohio, and Louisville, Ky.	110	20004	5	53, 48, 50	Cincinnati, Ohio, Louisville, Ky.	Louisville and Nashville.
Cincinnati, Ohio, Nashville, Tenn., and Memphis, Tenn.	561.90	20004	5	53, 48	Cincinnati, Ohio, Louisville, Ky.	do
	20017				Cincinnati Junction, Louisville and Nashville Junction, Ky.	do
	20005				Louisville, Ky., Nashville, Tenn.	do
	20008				Bowling Green, Ky., Memphis, Tenn.	do
Cincinnati, Ohio, and New Richmond, Ind.	28	21052	5	.....	Cincinnati, Wilson, Ohio.	Cincinnati and Easton
	21085				Richmond Junction, Richmond, Ohio.	do
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	128.73	22010	5	53	Cincinnati, Ohio, East Saint Louis, Ill.	Ohio and Mississippi.
	22019				North Vernon, Ind., Louisville, Ky.	do

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[illegible]

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.		Number of trains on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
		Division.	Number of route.			
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	338.06	23010	5	49, 53, 48, 50.	Cincinnati, Ohio, East Saint Louis, Ill.	Ohio and Mississippi.....
Clarion and Foxburgh, Pa.	31	8112	2	.....	Foxburgh, Clarion, Pa. . .	Pittsburgh, Bradford and Buffalo.
Clarksburgh and Weston, W. Va.	26	12006	3	.....	Clarksburgh, Weston, W. Va.	Clarksburgh, Weston and Glenville.
Clayton, Del., and Chestertown, Md.	30	10012	2	.....	Clayton, Del., Chestertown, Md.	Kent County
Clayton, Del., and Oxford, Md.	54	9503	2	.....	Clayton, Del., Oxford, Md.	Delaware and Chesapeake
Clearwater and Minneapolis, Minn.	51.14	26040	6	.....	Minneapolis, Clearwater, Minn.	Saint Paul, Minneapolis and Manitoba.
Cleveland and Canton, Ohio.	60.39	21073	5	.....	Cleveland, Canton, Ohio.	Valley
<i>Cleveland and Cincinnati, Ohio.</i>	244.34	21042	5	83, 98, 99, 100	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Cleveland, Hudson and Columbus, Ohio.	172.63	21006	5	.....	Cleveland, Wellston, Ohio	Pennsylvania Company..
		21004	..		Hudson, Columbus, Ohio.	Cleveland, Mount Vernon and Columbus.
<i>Cleveland, Ohio, and Indianapolis, Ind.</i>	283.76	21016	5	99, 98	Galion, Ohio, Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis.
		21042	..		Cleveland, Cincinnati, Ohio	.....do
Cleveland and New Lisbon, Ohio.	91.08	21005	5	.....	Cleveland, Ohio, Sharpsville, Pa.	New York, Pennsylvania and Ohio.
		21037	..		Niles, New Lisbon, Ohio.	Cleveland and Mahoning Valley
Cleveland, Ohio, and Pittsburgh, Pa.	150.10	21006	5	71, 99	Cleveland, Wellsville, Ohio	Pennsylvania Company..
		21003	..		Bellaire, Ohio, Pittsburgh, Pa.	.....do
Cleveland, Ohio, and Sharpsville, Pa.	84.50	21005	5	.....	Cleveland, Ohio, Sharpsville, Pa.	New York, Pennsylvania and Ohio.
<i>Cleveland and Toledo, Ohio.</i>	113	6052	9	.....	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		21007	..		Elyria, Millbury, Ohio	.....do
Cleveland, Ohio, and Wheeling, W. Va.	168	21042	5	.....	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
		21041	..		Lorain, Bridgeport, Ohio	Cleveland, Tuscarawas Valley and Wheeling.
Cleveland, Tenn., and Selma, Ala.	264.55	17010	4	33, 36	Cleveland, Tenn., Selma, Ala.	East Tennessee, Virginia and Georgia.
Clifton Forge, Va., and Huntington, W. Va.	227	11005	3	.....	Newport News, Va., to Ashland, Ky.	Chesapeake and Ohio....
Clinton and Anamosa, Iowa.	71.57	27024	6	.....	Clinton, Anamosa, Iowa	Chicago and Northwestern
Cloverdale and San Francisco, Cal.	90.00	46011	8	.....	Cloverdale, San Francisco, Cal.	San Francisco and North Pacific.
Clyde and Junction City, Kans.	58.60	33015	7	.....	Junction City, Clyde, Kans.	Kansas Division Union Pacific.
Columbia and Charleston, S. C.	131.02	14003	4	.....	Columbia, Charleston, S. C.	South Carolina
Columbia and Walhalla, S. C.	162.37	14001	4	.....	Columbia, Greenville, S. C.	Columbia and Greenville.
		14016	..		Belton, Walhalla, S. C.	Blue Ridge
Columbia and Petersburg, Tenn.	35.00	19015	5	.....	Columbia, Fayetteville, Tenn.	Duck River Valley

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
338.06	329,268	14	6	45 50	9 9	8	2	16	¹ Night line established February 28, 1882. ² Two short stops between Cincinnati, Ohio and Mitchell, Ind.
31.83	19,406	6	1	7 8	7 2	1	1	1	
			1	7 7	5 8				
			1	8 3	6 9				
26	16,276	6	1	10 10	5 9	1	1	1	
30.08	18,780	6	1	8 3	6 6	1	1	1	
54.50	33,804	6	1	10 0	6 7	1	1	1	
51.14	32,013	6	1	12 4	7 2	1	1	1	³ Between Cleveland and Gallion 21 trips per week; residue 14 trips per week. ⁴ Night line. ⁵ Day line. ⁶ Covered by Cleveland and Pittsburgh R. P. O. 26 miles.
60.39	37,804	6	1	12 6	9 5	1	1	1	
244.34	291,990	14	3	40	9 2	44	3	20	
						44	2		
(⁶)	108,066	6	3	13 8	7	3	1	3	
146.68									
203.96	206,144	7	2	40	9 2	4	2	8	
(⁷)									⁷ Covered between Cleveland and Gallion by the Cleveland and Cincinnati R. P. O., 79.80 miles. ⁸ Covered by Cleveland and Sharpsville R. P. O. 57 miles.
(⁸)	57,026	6	1	6 6	6 6	2	1	2	
34.08									
101.90	93,962	6	3	19 8	8 9	3	1	3	
(⁹)									
84.50	52,997	6	1	15 6	7	2	1	2	
(¹⁰)	140,242	12	1	17 8	9	4	1	12	
(¹¹)			1	40	9				¹⁰ Miles of route included in New York and Chicago R. P. O. One car on trip east runs over route 21007, Elyria to Millbury. ¹¹ Double daily (except Sunday) service. ¹² One short stop between Cleveland and Elmore, Ohio. ¹³ Covered by Cleveland and Cincinnati R. P. O. 25 miles.
(¹²)	105,168	6	1	22 16	8 11	4	4	1	
			2		9 4				
143									
264.55	198,121	7	1	14 5	8 10	4	1	4	
			2	11 1	7 8				
227	165,710	7	3	17 6	8 10	4	1	4	
71.57	44,802	6	1	18 6	8 11				Closed mails in charge of conductor between Cleveland, Tenn., and Dalton, Ga., on express trains, 7 round trips per week.
			1	12 0	7 8	2	1	2	
90.00	56,340	6	2	10 8	8 11	2	1	2	
56.60	41,318	7	1	12	8 10	1	1	1	
131.02	95,644	7	5	18	8 11	2	1	2	
118.84	101,643	6	5	18	8 11	2	1	2	
43.53									¹⁴ July 1, 1882, increased distance 18.18 miles to Fayetteville, Tenn.
35.00	21,910	6	1	5 5	2 6	1	1	1	

TABLE A¹.—Statement of railway post-offices in operation

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Columbus and Albion, Nebr.	43.36	34012	6	Columbus, Norfolk, Nebr.	Omaha, Niobrara and Black Hills.
		34017	7	.....	Lost Creek, Albion, Nebr.	do
Columbus, Nebr., and Atchison, Kans.	221.30	33012	7	.....	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River (in Nebraska).
Columbus, Ohio, and Ashland, Ky.	133.64	21051	5	.....	Columbus, Ohio, and Ashland, Ky.	Scioto Valley
Columbus and Athens, Ohio.	77.47	21036	5	.....	Columbus and Athens, Ohio.	Columbus, Hocking Valley and Toledo.
Columbus and Cincinnati Ohio.	120.16	21014	5	89, 71...	Columbus and Cincinnati.	Pittsburgh, Cincinnati and Saint Louis.
Columbus and Corning, Ohio.	65.82	21068	5	.....	Columbus and Corning, Ohio.	Ohio Central
Columbus and Springfield, Ohio.	45.86	21033	5	.....	Columbus and Springfield, Ohio.	Indiana, Bloomington and Western, Ohio Division.
Columbus, Ga., and Troy, Ala.	85.96	17008	4	.....	Columbus, Ga., and Troy, Ala.	Mobile and Girard
Concord and Claremont, N. H.	54.90	1009	1	.....	Concord and Claremont, N. H.	Concord and Claremont.
Corinth and Meridian, Miss.	193.00	18004	4	.....	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio
		(Pt.)				
Corpus Christi and Laredo, Tex.	163.48	31016	7	.....	Corpus Christi and Laredo, Tex.	Texas and Mexican
Council Bluffs, Iowa, and Kansas City, Mo.	203.50	28006	7	.....	Kansas City, Mo., and Union Pacific Transfer, Iowa.	Kansas City, Saint Joseph and Council Bluffs.
Covington and Memphis, Tenn.	37.56	19011	5	.....	Covington and Memphis, Tenn.	Chesapeake, Ohio and Southwestern.
Creighton and Norfolk, Nebr.	42.48	34018	6	.....	Norfolk Junction and Creighton, Nebr.	Fremont, Elkhorn and Missouri Valley.
Crestline, Ohio, and Chicago, Ill.	279.50	21002	5	.....	Crestline, Ohio, and Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Creston, Iowa, and Saint Joseph, Mo.	103.58	27007	7	.....	Creston, Iowa, and Hopkins, Mo.	Chicago, Burlington and Quincy.
		28028	7	.....	Saint Joseph and Hopkins, Mo.	Kansas City, Saint Joseph and Council Bluffs.
Crete and Red Cloud, Nebr.	151.23	34006	6	.....	Crete and Beatrice, Nebr.	Burlington and Missouri River (in Nebraska).
		34016	6	.....	Beatrice and Red Cloud, Nebr.	do
Cuba and Salem, Mo	40.98	28023	7	.....	Cuba and Salem, Mo	Saint Louis, Salem and Little Rock.
Cumberland, Md., and Piedmont, W. Va.	34.00	10011	3	.....	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania.
Cumberland, Md., and Pittsburgh, Pa.	150.00	8064	3	53, 54...	Cumberland, Md., and Pittsburgh, Pa.	Pittsburgh Division Baltimore and Ohio.
Curwinsville and Tyrone, Pa.	47.00	.....	2	.....	Tyrone and Curwinsville, Pa.	Pennsylvania (Tyrone and Curwinsville Brch).
Dallas and Cleburne, Tex.	55.05	31035	7	.....	Dallas, Cleburne, Tex	Gulf, Colorado and Santa Fe.
Danbury and South Norwalk, Conn.	23.61	5013	1	.....	South Norwalk, Danbury, Conn.	Danbury and Norwalk
Dansville and Buffalo, N. Y.	96.00	6006	2	.....	Avon, Dansville, N. Y.	Dansville and Mount Morris Branch New York, Lake Erie and Western.
		6007	2	.....	Attica, Corning, N. Y.	Attica Branch
		6008	2	.....	Buffalo, Hornellsville, N. Y.	Buffalo Division New York, Lake Erie and Western.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	27,143	6	1	8 0	5 0	1	1	1	¹ Distance (9.20 miles) covered by Norfolk and Columbus R. P. O.
34.16									
221.30	138,533	6	2	19 6	8 10	4	1	4	
			1	7 11	7 1				
133.64	167,317	12	3	9 4	6 9	4	1	4	
77.47	96,992	12	1	14 6	9 4	3	1	3	
			2	11	7 9				
120.16	150,440	12	2	19	8 2	2	1	6	
						2	2		
65.82	41,202	6	1	15 6	7	1	1	1	
45.86	28,683	6	1	16 4	6	1	1	1	
85.96	53,810	6	1	11 7	6 3	2	1	2	
			1	12 8	6 8				
54.90	34,367	6	1	12	6 7	1	1	1	This clerk is relieved once in 6 weeks. (See column of remarks, Pittsfield and Lawrence R. P. O.)
193.00	140,890	7	² 1	11 11	7 2				² Reserve car.
			(3)	-----	-----	3	1	3	³ Cars on route, Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's.
163.48	102,338	6	1	12	6	3	1	3	
			1	11	6				
203.50	148,555	7	3	22	9 1	3	1	4	One short stop.
37.56	23,512	6	1	8 2	6 3	1	1	1	
42.48	26,562	6	1	10	7 6	1	1	1	
(4)	174,967	6	1	23 11	9	4	1	4	⁴ Covered by Pittsburgh and Chicago R. P. O. 79.50 miles.
			2	23	8 7				⁵ Two short stops between Crestline and Fort Wayne.
44.40	64,841	6	1	13	9 3	2	1	2	
59.18									
30.60	94,669	6	1	18 6	9 2	2	1	2	
120.63									
40.98	25,653	6	1	7	6	1	1	1	
34.00	42,568	12	1	10 8	6 8	1	1	1	
150.00	93,900	6	3	15 4	8 6	3	1	3	
47.50	29,422	6	1	10 9	8 1	1	1	1	
55.05	34,461	6	1	10	6	1	1	1	
23.61	29,559	12	1	11	6	1	1	1	This clerk is relieved once in four weeks. (See column of remarks, West Winsted and Bridgeport R. P. O.)
									⁶ Reserve car.
30.73	60,096	6	⁶ 1	9	5				
			3	12	10 6	1	1	1	
34.50									
(7)	-----	-----	-----	-----	-----	-----	-----	-----	⁷ 31 miles covered by Buffalo and Hornellsville R. P. O.

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Designation of railway post-office. (Lines upon which postal cars are paid for, in states.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Danville and Cairo, Ill.	274. 91	23050	6	.....	Vincennes, Ind., Danville, Ill.	Wabash, Saint Louis and Pacific.
		23037			Vincennes, Ind., Cairo, Ill.	do
Danville and West Liberty, Ill.	101. 11	23006	6	.....	Danville, West Liberty, Ill.	Danville, Olney and Ohio River.
Davenport, Iowa, and Cameron, Mo.	283. 18	27017	6	.....	Davenport, Iowa, Leavenworth, Kans.	Chicago, Rock Island and Pacific.
Dayton and Wellston, Ohio.	117. 34	21054	5	.....	Dayton, Wellston, Ohio.	Toledo, Cincinnati and Saint Louis.
Decatur and Montgomery, Ala.	183. 31	17004	4	.....	Montgomery, Decatur, Ala.	Southern and Northern Alabama.
Decherd and Fayetteville, Tenn.	40. 37	19005	5	.....	Decherd, Fayetteville, Tenn.	Nashville, Chattanooga and Saint Louis.
Delaware and Columbus, Ohio.	26. 70	21013	5	.....	Delaware Columbus, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Delphos, Ohio, and Frankfort, Ind.	136. 17	21065	5	.....	Delphos, Ohio, Frankfort, Ind.	Toledo, Cincinnati and Saint Louis.
Deming, N. M., and Los Angeles, Cal.	715. 30	40001	8	113, 112.	Deming, Yuma	Southern Pacific.
		46014			Huron, Yuma	do
Denison and Gainesville, Tex.		31022	7	.....	
Denison and Houston, Tex.	337. 45	31003	7	127, 126	Houston, Denison City, Tex.	Houston and Texas Central.
Denison and Mineola, Tex.	102. 31	31017	7	.....	Denison City, Mineola, Tex.	Kansas and Texas Division, Missouri Pacific.
Denison and Waco, Tex.	185. 44	31022	7	.....	Denison City, Gainesville, Tex.	do
		31028			Whitesborough, Waco, Tex.	do
Denton and Dallas, Tex.	37. 85	31030	7	.....	Dallas, Denton, Tex	Dallas and Wichita
Denver, and Georgetown, Colo.	53. 72	38003	7	.....	Denver, Colo., Cheyenne, Wyo.	Colorado Division, Union Pacific.
		38020			Golden Junction, Georgetown, Colo.	do
Denver and Leadville, Colo.	172. 34	38005	7	.....	Denver, Leadville, Colo ..	Denver, South Park and Pacific.
Denver, Pueblo, and Leadville, Colo.	283. 50	38001	7	.....	Denver, El Moro, Colo ..	Denver and Rio Grande ..
		38019			South Pueblo, Leadville, Colo.	do
Des Moines and Albia, Iowa.	71	27033	6	.....	Albia, Des Moines, Iowa.	Chicago, Burlington and Quincy.
Des Moines and Jefferson, Iowa.	67. 99	27046	6	.....	Des Moines, Jefferson, Iowa.	Wabash, Saint Louis and Pacific.
Des Moines and Keokuk, Iowa.	162. 88	27019	6	.....	Keokuk, Des Moines, Iowa.	Chicago, Rock Island and Pacific.
Des Moines and Winterset, Iowa.	42. 74	27015	6	.....	Des Moines, Indianola, Iowa.	do
		27076			Somerset Junction, Winterset, Iowa.	do
Detroit, Mich., and Butler, Ind.	121	22027	9	.....	Logansport, Ind., Detroit, Mich.	Wabash, Saint Louis and Pacific.
Detroit, Mich., Butler and Logansport, Ind.	214. 65	22027	5	.....	Detroit, Mich., Logansport, Ind.	do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
114.91	172,093	6	1	15 0	7 8	4	1	4	
160.00	-----	-----	1	14 4	6 7	-----	-----	-----	
101.11	63,294	6	1	14 0	7 9	-----	-----	-----	
283.18	177,270	6	1	8 0	6 0	2	1	2	
117.34	73,454	6	3	8 0	5 0	-----	-----	-----	
183.31	133,816	7	2	22 6	9 4	4	1	15	¹ One short stop between Numa, Iowa, and Cameron, Mo.
40.37	25,270	6	2	10 6	5 8	2	1	2	
25.70	16,088	6	2	10 6	5 8	2	1	2	
136.17	283,302	6	3	19 6	9 6	3	1	3	² These cars run between Montgomery, Ala., and Louisville, Ky. (See Bowling Green and Decatur R. P. O.) Closed mails on express trains in charge of conductor between Decatur and Montgomery, Ala.; 7 round trips per week.
466.90	522,169	7	³ ₁	15	9	-----	-----	-----	
248.40	-----	-----	³ ₁	19	9 6	-----	-----	-----	
337.45	246,338	7	³ ₁	19 6	10	-----	-----	-----	
102.31	74,696	7	³ ₁	15	9 6	-----	-----	-----	
25.30	135,371	7	³ ₁	15	9 6	-----	-----	-----	
160.14	-----	-----	³ ₁	12	6 6	1	1	1	
37.75	23,694	6	1	10 3	8 9	1	1	1	
37.72	39,215	7	1	10 3	8 9	1	1	1	
172.34	125,808	7	2	5 2	5	2	1	2	¹ Increase distance 26.95 miles, August 10 1881.
120	206,955	7	(⁴)	55 1	9 5	8	1	8	² Same cars used between San Francisco and Los Angeles, and the whole number credited to that line.
163.50	-----	-----	-----	-----	-----	-----	-----	-----	See Denison and Waco, Tex., R. P. O.
71	44,446	6	5	17 6	8 6	5	1	5	
67.99	42,561	6	7	(⁵)	-----	2	1	2	³ Covered by Hannibal and Denver R. P. O.
162.88	101,962	6	2	19 9	9 6	3	1	3	That portion of route, No. 31022, between Whitesborough and Ganesville, 15.30 miles additional, is supplied by closed pouches.
15.70	26,755	6	1	16 8	9 2	-----	-----	-----	⁴ Held in reserve.
27.04	-----	-----	1	16 8	9 2	-----	-----	-----	
(¹⁰)	75,746	6	1	10 6	7 5	1	1	1	⁵ 16 miles of route included in Cheyenne, Wyo., Boulder, Colo., and Denver, Colo., R. P. O.
214.65	458,624	6	1	16 3	7 7	1	1	1	⁶ Held in reserve.
163.50	-----	-----	5	35 6	7 6	-----	-----	-----	
71	44,446	6	3	29 6	7 4	-----	-----	-----	
67.99	42,561	6	2	17	5 9	2	1	2	
162.88	101,962	6	1	8	6	2	1	2	
15.70	26,755	6	3	16 6	9	3	1	3	⁷ One car in reserve.
27.04	-----	-----	1	9	7	1	1	1	
(¹⁰)	75,746	6	1	17	8 8	2	1	2	⁸ Miles of route included in Logansport and Butler R. P. O., 5th Division.
214.65	458,624	6	1	13 7	6 10	2	1	2	⁹ Portion of this route from Detroit to Butler, belongs to 9th Division, but miles of route (120.57) having been omitted in report of that division, are shown in this line, at the request of Mr. Lovell. The miles of annual service for that portion of the route appear in Detroit and Butler, R. P. O.
214.65	458,624	6	1	13 5	7	2	1	2	

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of trains on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Detroit, Mich., and Chicago, Ill.</i>	286.09	24006	9	99, 94 98	Detroit, Mich, Chicago, Ill.	Michigan Central.....
<i>Detroit and Grand Haven, Mich.</i>	191.15	24027	9	.....	Detroit, Grand Haven, Mich.	Detroit, Grand Haven and Milwaukee.
<i>Detroit, Jackson, and Grand Rapids, Mich.</i>	170.16	24006	9	.....	Detroit, Mich., Chicago, Ill.	Michigan Central.....
		24010	..	.....	Jackson, Grand Rapids, Mich.	...do
<i>Detroit, Niles, Mich., and Chicago, Ill.</i>	273.13	24006	9	.....	Detroit, Mich., Chicago, Ill.	...do
		24008	..	.....	Jackson, Niles, Mich.	...do
<i>Detroit, Mich., and Toledo, Ohio.</i>	61.32	24035	9	.....	Toledo, Ohio, Detroit, Mich.	Toledo, Canada Southern and Detroit.
<i>Detroit, Mich., and Toledo, Ohio.</i>	71	24001	9	.....	Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern.
<i>Dresden and Cincinnati, Ohio.</i>	184.73	21029	5	.....	Dresden Junction, Morrow, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21014	..	.....	Columbus, Cincinnati, Ohio.	...do
<i>Driftwood and Red Bank Furnace, Pa.</i>	110	8076	2	.....	Red Bank Furnace, Driftwood, Pa.	Allegheny Valley (low grade division).
<i>Dubuque and Fort Dodge, Iowa.</i>	192.84	27021	6	.....	Dubuque, Sioux City, Iowa.	Illinois Central.....
<i>Duluth and Saint Paul, Minn.</i>	155.73	26007	6	151, 152	Saint Paul, Duluth, Minn	Saint Paul and Duluth..
<i>Duncan's Mills and San Francisco, Cal.</i>	80.25	46016	8	.....	Duncan's Mills, San Francisco, Cal.	North Pacific Coast.....
<i>Dunkirk, N. Y., and Titusville, Pa.</i>	91	6019	2	.....	Dunkirk, N. Y., Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh.
<i>Du Pont, Ga., and Live Oak, Fla.</i>	48.85	15086	4	.....	Du Pont, Ga., Live Oak, Fla.	Savannah, Florida and Western.
<i>Dwight and Washington, Ill.</i>	70.11	23019	6	.....	Washington, Dwight, Ill	Chicago and Alton.....
<i>Eagle Grove, Sioux Rapids, Iowa.</i>	68.39	27070	6	.....	Eagle Grove, Sioux Rapids, Iowa.	Chicago and Northwestern.
<i>Easton, Pa., Elmira, N. Y.</i>	223	8010	2	.....	Easton, Pa., Waverly, N. Y.	Lehigh Valley
		6001	..	.....	New York, Dunkirk, N. Y.	New York, Lake Erie, and Western.
<i>Easton, Hazleton, Pa</i>	69	8010	2	.....	Easton, Pa., Waverly, N. Y.	Lehigh Valley
<i>East Saginaw, Lakeview, Mich.</i>	71.62	24080	9	.....	East Saginaw, Saint Louis, Mich.	Saginaw Valley and Saint Louis.
		24041	..	.....	Saint Louis, Lakeview, Mich.	Chicago, Saginaw and Canada.
<i>East Saginaw, Port Huron, Mich.</i>	92	24042	9	.....	Port Huron, Sand Beach, Mich.	Port Huron and Northwestern.
		24025	..	.....	Marlette Junction, East Saginaw, Mich.	Port Huron and Northwestern.
<i>Eatonton, Gordon, Ga</i>	37.93	15014	4	.....	Gordon, Milledgeville, Ga.	Central Railroad and Banking Company of Georgia.
		15015	..	.....	Eatonton, Milledgeville, Ga.	

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
286.00	387,938	13	13	50	9 3	24	3	422	¹ One of each held in reserve. ² Night line, runs daily. ³ Day line, daily except Sunday. ⁴ Two short stops on day line, between Detroit and Marshall and between Kalamazoo and Chicago.
191.15	119,659	6	8	23 2	9 1	5	1	5	⁵ 12 round trips or double daily (except Sunday) services between Detroit and Grand Rapids, Mich., and single daily (except Sunday) between Grand Rapids and Grand Haven.
(7)	106,520	6	1	9 9	9	3	1	3	⁶ One of these held in reserve. ⁷ 75.70 miles of route (Detroit to Jackson, Mich.) included in Detroit and Chicago R. P. O. Clerks run two weeks and lay off one.
94.46			1	11	7				⁸ 169.20 miles of route (Detroit to Jackson and Niles to Chicago) included in Detroit and Chicago R. P. O.
(9)	170,979	6	1	17	8 10	4	1	4	For local mails.
103.93			1	16 8	8 11				
61.82	38,386	6	1	15 10	9 1	1	1	1	
71	44,446	7	1	36	9	1	2	2	Night line; runs daily.
148.73	182,189	(9)	4	14	7	105	1	5	⁹ Between Dresden Junction and Washington Court-House, 12 trips per week. Residue, 6 trips per week. ¹⁰ Dresden to Cincinnati, three crews, one clerk to crew. Dresden to Washington Court-House, two crews, one clerk to crew. ¹¹ Covered by Columbus and Cincinnati R. P. O. 36 miles.
(11)									¹² One car in shop.
106.89	68,860	6	121	14 0	8 6	2	1	2	
192.84	120,717	6	13	24 7	9 0	4	1	146	¹³ One car in reserve. ¹⁴ Two short stops between Dubuque, Iowa, and Iowa Falls, Iowa.
155.73	97,486	6	146	22 0	9 9	3	1	3	¹⁵ One car in reserve.
80.25	50,236	6	2	8	6	2	1	2	
91.16	56,966	6	1	15 6	6 0	2	1	2	
148.85	30,580	6	1	13 0	7 6	1	1	1	
70.11	43,888	6	1	7 8	7 10	1	1	1	¹⁶ Distance taken from railroad time-table.
68.39	42,612	6	1	13 10	9 5	1	1	1	
205.57	139,598	6	174	22 0	8 6	4	1	186	¹⁷ Whole car in use temporarily. ¹⁸ reserve cars. ¹⁹ 2 short stops. ²⁰ 17.75 miles covered by New York and Dunkirk R. P. O. ²¹ Route covered by Easton and Elmira R. P. O. No. 8010.
(19)			2	20 0	8 4				
(20)	86,338	12	2	15 0	6 0	4	1	4	
35.23	44,834	6	2	14 0	8 4				
36.39			2	10 0	6 0				
(22)	57,592	6	1	10	6 6	1	1	1	²² Held in reserve.
79.60			211	7	4 6				
17.79	24,870	6	1	9 3	5 9	1	1	1	²³ 12.40 miles of route (Port Huron to Marquette Junction) included in Sand Beach and Port Huron, agent.
21.94			1	26 4	8 7	1	1	1	Mail, baggage, and express in one car.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mail.	Contract designation, termini of route.	Corporate title of company.
Egypt Depot and Fayetteville, N. C.	43	13011	3	.....	Fayetteville, Egypt Depot, N. C.	Cape Fear and Yadkin Valley.
Elba and Rocky Mount, Va.	38	11022	3	.....	Elba, Rocky Mount, Va.	Franklin Division Virginia Midland.
Elkhart, Anderson, Ind.	123.79	22020	5	.....	Elkhart, Anderson, Ind.	Cincinnati, Wabash and Michigan Railway.
Elmira, N. Y., and Blossburgh, Pa.	45	8020	2	.....	Elmira, N. Y., Blossburgh, Pa.	Tioga, Elmira and State Line.
Elmira, N. Y., and Williamsport, Pa.	79	8021	273	.....	Elmira, N. Y., Williamsport, Pa.	Northern Central.....
Elroy, Wis., and Harvard, Ill.	150.65	25011	6	.....	Kenosha, Wis., Rockford, Ill.	Chicago and Northwestern.
		25010		.....	Caledonia Station, Ill.	do.....
Elroy, Wis., Winona, Minn.	85.00	25010	6	.....	Winona Junction, Wis.	do.....
		25014		.....	Caledonia Station, Ill.	do.....
Emory Grove, Md., and Gettysburgh, Pa.	51	8033	2	.....	Winona Junction, Wis.	do.....
		8082		.....	Winona, Minn.	do.....
		10020		.....	Hanover, Gettysburgh, Pa.	Hanover Junction and Gettysburgh.
Emporia and Howard, Kans.	76.10	33023	7	.....	Valley Junction, Pa.	do.....
Erie and Pittsburgh, Pa.	148	8029	273	.....	Ebbwale, Md.	do.....
		8044		.....	Valley Junction, Pa.	do.....
		21002		.....	Glyndon, Md.	do.....
Essex Junction, Vt., and Boston, Mass.	253.03	3021	1	.....	Emporia, Howard, Kans.	Atchison, Topeka and Santa Fé.
		3055		.....	New Castle, Homewood, Pa.	Pittsburgh, Fort Wayne and Chicago.
		2003		.....	Erie, New Castle, Pa.	Erie and Pittsburgh.....
		2001		.....	Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Evansville, Ind., and Nashville, Tenn.	145.92	20025	5	.....	Boston, Greenfield, Mass.	Fitchburgh.....
Evansville, Ind., and Saint Louis, Mo.	160.10	23032	6	.....	Fitchburgh, Mass., Bellows Falls, Vt.	Cheshire.....
Fair Haven, N. Y., and Sayre, Pa.	116	6084	2	.....	Bellows Falls, Burlington, Vt.	Central Vermont.....
				.....	Burlington, Vt., Rouse's Point, N. Y.	do.....
Fairland and Martinsville, Ind.	38.35	22016	5	.....	Henderson, Ky., Nashville, Tenn.	Louisville and Nashville.
Fargo and Bismarck, Dak.	194.41	26001	6153, 150.	.....	Saint Louis, Mo., Evansville, Ind.	do.....
Farley and Cedar Rapids, Iowa.	57.98	27020	6	.....	Sayre, Pa., Fair Haven, N. Y.	Southern Central.....
Farmington and Lewiston, Me.	46.96	3	1	.....	Fairland, Martinsville, Ind.	Cincinnati, Indianapolis, Saint Louis and Chicago.
		5		.....	Duluth, Minn., Glendive, Mont.	Northern Pacific.....
Fernandina and Cedar Keys, Fla.	154.80	16001	41, 4.	.....	Farley, Cedar Rapids, Iowa.	Chicago, Milwaukee and Saint Paul.
Florence and Douglas, Kans.	54.77	33017	7	.....	Farmington, Brunswick, Me.	Maine Central.....
Florence and Ellinwood, Kans.	98.35	33030	7	.....	Portland, Skowhegan, Me.	do.....
Florence and Columbia, S. C.	83.00	14002	41, 2.	.....	Fernandina, Cedar Keys, Fla.	Florida Transit.....
Fond du Lac and Milwaukee, Wis.	63.53	25012	6	.....	Florence, Douglas, Kans.	Atchison, Topeka and Santa Fé.
				.....	Florence, Ellinwood, Kans.	do.....
				.....	Florence, Columbia, S. C.	Wilmington, Columbia and Augusta.
				.....	Milwaukee, Fond du Lac, Wis.	Chicago and Northwestern.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
43	26,918	6	1	10	5	1	1	1	
38	23,788	6	1	5 5	5 5	1	1	1	
123.79	77,492	6	2	10	6 6	2	1	2	
45.50	28,170	6	1	14 0	7 0	1	1	1	
79.17	49,454	6	1	10 10	6 3	1	1	1	
(²)	94,306	6	2	35 5	8 7	2	2	4	¹ Same cars as are used on the Canandaigua and Elmira R. P. O. ² Distance (14.80 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.
135.85									
54.17	53,210	6	(²)	16 0	7 7	2	1	2	² Cars run through between Elroy, Wis., and Sleepy Eye, Minn., covering Winona and Sleepy Eye, Minn., R. P. O.
30.83				15 3	7 7				
16.00	68,852	12	1	17 0	8 8	2	1	2	
12.97			⁴ 1	16 8	8 3				⁴ Reserve car.
20.90									
76.10	47,638	6	1	12	7 7	1	1	1	
15.20	92,648	6	2	12 6	9 0	3	1	3	
98.50			⁵ 2	12 0	9 0				⁵ One reserve car.
(⁶)									⁶ 34.30 covered by the Pittsburgh, Fort Wayne and Chicago R. P. O., No. 21002.
(⁷)	158,396	6	1	23 9	6 10	4	2	8	⁷ Covered by Boston and Troy R. P. O., 49.60 miles.
64.54			1	24 2	6 10				⁸ Reserve cars.
130.39			⁹ 1	24	6 10				
8.50			⁹ 1	24 2	6 10				
145.02	106,521	7	2	11 2	7 4	3	1	3	
160.10	100,222	6	¹⁰ 3	11 11	9 1	3	1	3	¹⁰ One car in reserve.
116	72,616	6	¹⁰ 2	11	6 3	3	1	3	¹⁰ Reserve car. This line is divided at Auburn, N. Y., Fair Haven and Auburn R. P. O. constituting north division, and the Auburn and Sayre R. P. O. constituting the south division.
			1	12	6 8				
38.35	24,007	6	1	12 4	7 3	1	1	1	
194.41	121,700	6	1	19 11	8 6	3	1	3	
			1	19 2	9				
57.98	36,295	6	1	14 9	7 2	1	1	1	
36.30	20,396	6	2	16	6 7	2	1	2	¹¹ Covered by Skowhegan and Portland Railroad, 10.68 miles. This clerk runs from Lewiston to Portland, Me., and return, with the Skowhegan and Portland R. P. O., as an assistant.
(¹¹)									¹¹ Closed mails in charge of conductor between Fernandina and Hart's Roads, Fla., 6 round trips per week.
154.80	96,904	6	1	20 4	8 8	3	1	3	
			1	19 4	7 11				
			1	19 7	8 8				
54.77	34,286	6	1	12	7 7	1	1	1	
98.85	61,567	6	2	12	7 7	2	1	2	
¹² 63	60,560	7	1	25	8 7	2	1	2	¹² Distance taken from railroad time-tables.
			1	22	8 10				
63.53	39,769	6	1	12 8	7 6	1	1	1	

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Forrest City and Helena, Ark.	43.90	29008	7	.....	Helena, Forrest City, Ark.	Iron Mountain and Helena.
Foreston and Aurora, Ill.	82.47	23036	6	.....	Aurora, Foreston, Ill.	Chicago and Iowa.
Fort Dodge and Des Moines, Iowa.	87.90	27031	6	.....	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.
Fort Dodge and Sioux City, Iowa.	136.77	27021	6	.....	Dubuque, Sioux City, Iowa.	Illinois Central.
Fort Howard, Wis., and Chicago, Ill.	242.50	25009	6	151, 152.	Chicago, Ill., Green Bay, Wis.	Chicago and Northwestern.
Fort Scott, Kans., and Denison, Tex.	.....	.....	.....	.....	.....	.....
Fort Scott and Toronto, Kans.	79	33030	7	.....	Fort Scott, Toronto, Kans.	Saint Louis, Fort Scott and Wichita.
.....	.....	22020	5	.....	Fort Wayne, Connersville, Ind.	Fort Wayne, Cincinnati and Louisville.
Fort Wayne, Ind., and Cincinnati, Ohio.	178.39	21031	.....	.....	Hagerstown, Ind., Harrison, Ohio.	White Water.
.....	.....	21071	.....	.....	Harrison, Valley Junction, Ohio.	Cincinnati, Indiana, Saint Louis and Chicago.
.....	.....	22003	.....	.....	Indianapolis, Ind., Cincinnati, Ohio.	.....do.....
Fort Worth and Galveston, Tex.	346.66	31027	7	.....	Galveston, Belton, Tex.	Gulf, Colorado and Santa Fé.
.....	.....	31033	.....	.....	Temple, Fort Worth, Tex.	.....do.....
Franklin Furnace and Waterloo, N. J.	21	7025	2	.....	Waterloo, McAfee Valley, N. J.	Sussex.
.....	.....	7048	.....	.....	Branchville Junction, Branchville, N. J.	.....do.....
Fredericksburgh and Orange Court-House, Va.	38	11102	3	.....	Fredericksburgh, Orange Court-House, Va.	Potomac, Fredericksburgh and Piedmont.
Freeport and Centralia, Ill.	277.13	23021	6	.....	Dubuque, Iowa, Centralia, Ill.	Illinois Central.
Galesburgh and Quincy, Ill.	101.57	23010	6	127, 129 126, 128	Galesburgh, Quincy, Ill.	Chicago, Burlington and Quincy.
Galva and Keithsburg, Ill.	58.42	23070	6	.....	Galva, Gladstone, Ill.	.....do.....
Geneva, N. Y., and Wellsborough, Pa.	101	6103	2	.....	Corning, Geneva, N. Y.	Syracuse, Geneva and Corning.
.....	.....	8065	.....	.....	Corning, N. Y., Antrim, Pa.	Corning, Cowanesque and Antrim.
Geneva, Wis., and Elgin, Ill.	43.65	23004	6	.....	Elgin, Ill., Geneva, Wis.	Chicago and Northwestern.
Georgetown, Del., and Franklin City, Va.	55	9506	2	.....	Georgetown, Selbyville, Del.	Breakwater and Franklin.
.....	.....	10016	.....	.....	Selbyville, Del., Franklin City, Va.	Worcester.
Gilman and Springfield, Ill.	112.57	23034	6	.....	Springfield, Gilman, Ill.	Illinois Central.
Girard and Galena, Kans.	47.17	33020	7	.....	Girard, Kans., Joplin, Mo.	Saint Louis and San Francisco.
.....	.....	Br'h 28020	.....	.....	Oronogo, Mo., Galena, Kans.	.....do.....
Goldsborough and Greensborough, N. C.	130	13004	3	.....	Goldsborough, Greensborough, N. C.	North Carolina division.
Goldsborough and Morehead City, N. C.	95	13005	3	.....	Goldsborough, Morehead City, N. C.	Richmond and Danville.
Grafton, W. Va., and Chicago, Ill.	562	10003	5	49, 53.	Baltimore, Md., Wheeling, W. Va.	Midland North Carolina.
.....	.....	2'001	55	48	Bellaire, Columbus, Ohio.	Baltimore and Ohio.
.....	.....	21010	50	54	Sandusky, Newark, Ohio.	.....do.....
.....	.....	21047	.....	.....	Chicago Junction, Ohio.	.....do.....
.....	.....	.....	.....	.....	Chicago, Ill.	.....do.....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
43.90	27,481	6	1	8	8	1	1	1	
82.47	51,626	6	2	8 9	8	2	1	2	
87.90	55,025	6	1	13	9	2	1	2	
186.77	85,618	6	1	13 10	7	2	1	2	¹ Reserve car.
			1	18 3	9				
242.50	151,805	6	2	19	8 10	4	2	8	
			2	49 2	9 2				
See Hannibal and Denison R. P. O.									
79	49,454	6	1	14	7	1	1	1	
109.89									
43.10	111,672	6	1	10 7	9 4	3	1	8	
7.40			1	11 10	9 4				
(⁷)									⁵ Covered by Chicago and Cincinnati R. P. O. 18 miles.
218.36	253,061	7	4	13	7	5	1	5	That portion of route No. 31027 between Temple and Belton, 8.50 miles additional, supplied by closed pouches.
128.30			1	11	8 8				² Reserve cars.
14.60	26,292	12	³ 6	6 6	3 6	1	1	1	
6.20									
38	23,788	6	1	8	8	1	1	1	
277.13	177,483	6	3	27 3	9	⁴ 3	1	3	Clerks run in two divisions. That portion of the line between Freeport and Decatur, Ill., forming the North Division, and that portion between Bloomington and Centralia, Ill., forming the South Division. Clerks of both divisions are on duty in same car between Bloomington and Decatur, Ill.
			² 24	7	9	² 2	1	2	
101.57	137,728	13	⁷ 1	44	8 10	2	3	⁶ 6	⁴ North Division.
			⁸ 1	44 4	9 2	2	4	⁸ 8	⁵ Reserve cars.
			⁹ 1	54 9	8 11				⁶ South Division.
58.42	96,376	6	1	13 9	7	1	1	1	⁷ Day line.
62.41	63,226	6	1	13 11	6 10	2	1	2	⁸ Night line.
38.40			¹⁰ 1	10 10	7				⁹ Reserve car.
43.65	27,324	6	1	11 3	7 10	1	1	1	
19.30	84,432	6	1	6 6	6	1	1	1	
85.96									
112.57	70,468	6	¹¹ 2	11 9	9 4	2	1	2	¹⁰ Reserve car.
57.30	84,430	7	1	14	6 8	1	1	1	
987									
130	94,900	7	2	19	8	2	1	2	
95	59,470	6	2	10	9	2	1	2	
(¹²)									
103.50	410,260	7	5	50	9 4	8	2	16	¹² Covered by lines of Third Division, 99.22 miles, Grafton and Wheeling R. P. O.
271.03									¹³ Covered by Sandusky, Newark and Wheeling R. P. O. 88.25 miles.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of trains on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Grafton, W. Va., and Cincinnati, Ohio.</i>	300	12002	5	53, 55...	Grafton, Parkersburgh, W. Va.	Baltimore and Ohio
		21028		48, 50...	Parkersburgh, W. Va., Cincinnati, Ohio.	Marietta and Cincinnati..
Grafton and Fargo, Dak.	115.90	35011a	6	.....	Grand Forks, Grafton, Dak.	Saint Paul, Minneapolis and Manitoba.
		35005		.....	Grand Forks, Fargo, Dak.	do
Grafton and Parkersburgh, W. Va.	104	12002	3	49, 54...	Grafton, Parkersburgh, W. Va.	Parkersburgh Branch Baltimore and Ohio.
Grafton and Wheeling, W. Va.	99	10003	3	49, 50...	Baltimore, Md., Wheeling, W. Va.	Baltimore and Ohio
Grand Rapids, Mich., and Elkhart, Ind.	114.37	6052	9	.....	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		24004		.....	White Pigeon, Grand Rapids, Mich.	do
Grand Rapids and New Buffalo, Mich.	115.90	94021	9	.....	New Buffalo, Pentwater, Mich.	Chicago and West Michigan.
		24052		.....	Holland, Grand Rapids, Mich.	do
Green Bay, Wis., and Winona, Minn.	214.81	25027	6	.....	Green Bay, Wis., Winona, Minn.	Green Bay, Winona and Saint Paul.
Greenport and New York, N. Y.	94	6045	2	.....	Long Island City, Greenport, N. Y.	Long Island
Greensborough and Winston, N. C.	28	13012	3	.....	Greensborough to Winston, N. C.	Salem Branch, Richmond and Danville.
Greenup and Willard, Ky.	34.76	20013	5	.....	Greenup, Willard, Ky.	Eastern Kentucky
Greenville and Hilliard's, Pa.	47	8051	2	.....	Greenville, Hilliard's, Pa.	Chenango and Allegheny
Greenville and Belton, S. C.	25.00	14001	4	.....	Columbia, Greenville, S. C.	Columbia and Greenville.
Greenwood, S. C., and Augusta, Ga.	67.00	15037	4	.....	Augusta, Ga., Greenwood, S. C.	Augusta and Knoxville..
Greenwood Lake and New York, N. Y.	48	7034	2	.....	Jersey City, N. J., Greenwood Lake, N. Y.	Greenwood Lake and New York.
Griffin and Carrollton, Ga.	60.12	15022	4	.....	Griffin, Carrollton, Ga.	Savannah, Griffin and North Alabama.
Hagerstown, Md., and Roanoke, Va.	236	11021	3	35, 34 ..	Hagerstown, Md., Roanoke, Va.	Shenandoah Valley
Hagerstown and Weverton, Md.	24	10005	3	.....	Weverton, Hagerstown, Md.	Washington County Branch, Baltimore and Ohio.
Hamden Junction and Portsmouth, Ohio.	56	21018	5	.....	Hamden Junction, Portsmouth, Ohio.	Marietta and Cincinnati.
<i>Hannibal, Mo., and Denison, Tex.</i>	577.31	28014	7	129, 128.	Hannibal, Sedalia, Mo.	Kansas and Texas Division, Missouri Pacific.
		28011		.....	Sedalia, Mo., Denison City, Tex.	do
<i>Hannibal, Mo., and Fort Scott, Kans.</i>				.....	
Hannibal and Gilmore, Mo.	85.85	28029	7	.....	Hannibal, Gilmore, Mo.	Saint Louis, Kansas and Kookuk.
Harper's Ferry, W. Va., and Staunton, Va.	126	12001	3	.....	Harper's Ferry, W. Va., Staunton, Va.	Valley Branch, Baltimore and Ohio.
Harrington and Lewes, Del.	40	8504	2	.....	Harrington, Lewes, Del.	Junction and Breakwater.
Harrisburgh, Pa., and Baltimore, Md.	84	10002	2	.....	Baltimore, Md., Sunbury, Pa.	Northern Central
Harrisburgh, Pa., and Martinsburgh, W. Va.	94	8080	2	.....	Harrisburgh, Pa., Martinsburgh, W. Va.	Cumberland Valley
Hartford, Conn., and Millerton, N. Y.	69.93	5018	1	.....	Hartford, Conn., Miller-ton, N. Y.	Connecticut Western

in the United States on June 30, 1892—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(¹) 195.15	219,000	7	2	50	9 4	4	3	12	¹ Miles of route reported by Third Division, Baltimore and Grafton R. P. O.
39.84	84,607	7	2	12 4	7 2	2	1	2	
76.06 104	65,104	6	1	20 8	8 9	2	1	2	
(²)	72,270	7	2	17	8 7	2	1	2	² Covered by Grafton and Chicago R. P. O.
(³) 95.65	143,191	12	1	16 6	6 9	4	1	4	
(⁴) 25.90	72,553	6	1	13	9	2	1	2	³ 18.70 miles of route (White Pigeon, Mich., to Elkhart, Ind.) included in New York and Chicago R. P. O. ⁴ Double daily (except Sunday) service. ⁵ 90 miles of route (New Buffalo to Holland) included in Pentwater and Muskegon R. P. O. ⁶ One of these cars held in reserve.
214.81	134,471	6	3	12	7 6	3	1	3	
94.81	58,844	6	1	15	6 6	2	1	2	
28	37,968	13	1	12 8	5 8	1	1	1	⁶ 1 reserve car.
34.76	21,759	6	1	10 3	4 7	1	1	1	
46.40	29,422	6	1	13	7	1	1	1	
⁷ 25.00	15,650	6	1	9 6	6 9	1	1	1	⁷ Distance taken from railroad time-table. ⁸ Distance taken from railroad time-table.
⁸ 67.00	41,942	6	1	7 6	8 8	1	1	1	
46.90	30,048	6	1	12	8 10	1	1	1	
60.12	27,635	6	1	10	6 6	1	1	1	
226	147,736	6	1	12 3	8 4	1	1	1	
24	30,048	12	2	18	8 7	3	1	3	
56	35,056	6	1	8 6	8	1	1	1	Line divided at Fort Scott, Kans., the Hannibal and Fort Scott R. P. O. forming the North Division and the Fort Scott and Denison R. P. O. forming the South Division. See Sedalia and Parsons R. P. O., which also runs over route 28011, between Sedalia and Parsons, 158.70 miles. ⁹ Held in reserve. See Hannibal and Denison R. P. O.
142.80	421,436	7	5	50 7	9 3	7	2	14	
434.51			⁹ 1	50	9 1				
85.85	53,742	6	1	24 6	7 6	2	1	2	¹⁰ Covered by the Williamsport and Baltimore R. P. O. ¹¹ Four reserve cars. ¹² One short stop.
126	78,876	6	2	14 10	8 7	3	1	3	
40	25,040	6	1	7	7	1	1	1	
(¹⁰)	52,584	6	¹¹ 6	15	8 7	2	1	2	¹⁰ Covered by the Williamsport and Baltimore R. P. O. ¹¹ Four reserve cars. ¹² One short stop.
94.07	117,688	12	1	14	8 2	2	1	12 3	
60.93	87,552	12	1	15	8	2	1	12 3	
			1	16	6 7	2	1	12 3	¹³ One relief clerk, also reliever West Winsted and Bridgeport clerk. ¹⁴ Reserve car.
			1	12	6 6				
			¹⁴ 1	10 6	6 8				

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Hartford and Saybrook, Conn.	42.57	5015	1	.....	Hartford, Saybrook Point, Conn.	Hartford and Connecticut Valley.
Hastings and Cologne, Minn.	55.14	26010	6	.....	Hastings, Minn., Aberdeen, Dak.	Chicago, Milwaukee and Saint Paul.
Hastings and Culbertson, Nebr.	179.66	34009	6	.....	Hastings, Culbertson, Nebr.	Burlington and Missouri River, in Nebraska.
Havana and Springfield, Ill.	47.48	23049	6	.....	Springfield, Havana, Ill.	Wabash, Saint Louis and Pacific.
Hazleton and Sunbury, Pa.	54	8015	2	.....	Sunbury, Tomhicken, Pa.	Pennsylvania (Sunbury, Hazleton and Wilkesbarre Branch).
		8016	.....	.....	Penn Haven Junction, Tomhicken, Pa.	Lehigh Valley
Helena and Clarendon, Ark.	48.20	29002	7	.....	Helena, Clarendon, Ark.	Arkansas Midland
Hempstead and Austin, Tex.	115.20	31004	7	.....	Hempstead, Austin, Tex.	Houston and Texas Central.
Hendersonville, N. C., and Columbia, S. C.	144.75	14011	4	.....	Spartanburgh, S. C., Hendersonville, N. C.	Spartanburgh and Asheville.
		14008	.....	.....	Alston, Spartanburgh, S. C.	Spartanburgh, Union and Columbia.
		14001	.....	.....	Columbia, Greenville, S. C.	Columbia and Greenville.
Hightstown, N. J., and Philadelphia, Pa.	51	7006	2	.....	Camden, Hightstown, N. J.	Pennsylvania (Amboy Division).
Holden, Mo., and Le Roy, Kans.	115.33	28024	7	.....	Holden, Mo., Paola, Kans.	Kansas and Arizona Division, Missouri Pacific.
		83030s	.....	.....	Paola, Le Roy Junction, Kans.	Kansas and Arizona Division, Missouri Pacific.
Hood and Columbus, Ga.	32	15024	4	.....	Hood, Columbus, Ga.	Columbus and Rome.
Horicon and Portage, Wis.	45.64	25006	6	.....	Horicon, Portage, Wis.	Chicago, Milwaukee and Saint Paul.
Hornellsville and Buffalo, N. Y.	91	6008	2	83, 80	Buffalo, Hornellsville, N. Y.	New York, Lake Erie and Western (Buffalo Division).
Houston and Galveston, Tex.	50.50	31001	7	129, 126, 128	Houston, Galveston, Tex.	Galveston, Houston and Henderson.
Houston and Moscow, Tex.	88	31023	7	.....	Houston, Moscow, Tex.	Houston, Eastern and Western Texas.
Houston and San Antonio, Tex.			7	.....	
Houston and Uvalde, Tex.	310.86	31002	7	.....	Houston, Uvalde, Tex.	Galveston, Harrisburgh and San Antonio.
Howard City and Detroit, Mich.	106.72	24017	9	.....	Detroit, Howard City, Mich.	Detroit, Lansing and Northern.
Huntingdon, Pa., and Cumberland, Md.	91	8034	2	.....	Huntingdon, Mount Dallas, Pa.	Huntingdon and Broad Top.
		8072	.....	.....	Mount Dallas, Pa., Cumberland, Md.	Pennsylvania Railroad, Bedford Division.
Huntington, W. Va., and Lexington, Ky.	139.93	11005	5	.....	Richmond, Va., Ashland, Ky.	Chesapeake and Ohio
		20001	.....	.....	Ashland, Geigersville, Ky.	Chesapeake and Ohio and Southwestern.
		20029	.....	.....	Geigersville, Mount Sterling, Ky.	do
		20016	.....	.....	Mount Sterling, Lexington, Ky.	do
Huron and Massillon, O.	87.04	21080	5	.....	Huron, Massillon, Ohio	Wheeling and Lake Erie.
Indiana and Branch Junction, Pa.	19	8042	2	.....	Branch Junction, Indiana, Pa.	Pennsylvania Railroad, West Penn Division.
Indianapolis, Ind., and Decatur, Ill.	153.90	23055	6	.....	Decatur, Ill., Indianapolis, Ind.	Indianapolis, Decatur and Springfield.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
42.57	26,648	6	1	10 4	6 8	1	1	1	This clerk is relieved once in four weeks. (See column of remarks Providence and New London R. P. O.) ¹ Reserve car.
			1	10 6	6 9				
			1	11 6	6 9				
55.14	34,517	6	1	18	9 4	1	1	1	² Reserve.
179.66	112,467	6	2	7 10	7 2	3	1	3	
			1	9	6 6				
47.48	29,722	6	1	13 6	9 5	1	1	1	
44.10	32,552	6	1	8	6	1	1	1	
8.80									
48.20	30,173	6	1	9	6 4	1	1	1	
115.20	72,115	6	3	14	8 6	2	1	2	
51.25	90,613	6	1	19 1	8	3	1	3	
68.50			1	13 7	8 10				³ Twenty five (25) miles covered by Columbia and Walhalla R. P. O.
(²)									
51.75	31,936	6	1	12 6	8 2	1	1	1	⁴ Two reserve cars.
			1	12 4	6 2				
			1	11 3	6 3				
54.53	72,196	6	1	20	8 2	2	1	2	
60.80									
⁵ 32	20,032	6	1	25 10	5 3	1	1	1	
45.64	28,570	6	1	11 8	6 5	1	1	1	⁶ Mail, baggage, and express in one car.
			1	13 2	8 10	1	1	1	
91	56,966	6	3	12	10 6	2	1	2	
50.50	68,478	13	3	14	9	2	1	2	
88	55,088	6	2	6	5 9	2	1	2	
									See Houston and Uvalde, Tex., R. P. O.
310.89	226,049	7	1	19 6	8 10	5	1	5	Line divided at San Antonio. The Houston and San Antonio R. P. O. forming the East Division, and the San Antonio and Uvalde R. P. O. forming the West Division.
			2	10 3	9 10				
160.72	100,610	6	1	19 8	8 11	2	1	2	
45.14	56,966	6	2	8 8	6 9	2	1	2	⁷ 2 reserve cars.
45.47			1	7 10	6 4				
⁸ 15.22	⁸ 38,895	6	2	17	9	2	1	2	
14.02									⁹ This railroad is in the Third Division, but not covered by any line of that division. ⁹ February 1, 1882, increase distance 105.74 miles.
76.50									
34.19									
87.04	¹⁰ 2,088	6	1	15 6	9	1	1	1	¹⁰ Route established February 20, 1882.
19	23,788	12	1	6 3	5	1	1	1	
153.90	96,341	6	1	20 4	9 1	3	1	3	
									¹¹ One car in reserve.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Indianapolis, Ind., and Louisville, Ky.	114.77	22007	5	.....	Indianapolis, New Albany, Ind.	Jefferson, Madison and Indianapolis.
Indianapolis and Madison, Ind.	95.90	22007	5	.....	do	do
		22006			Columbus, Madison, Ind	do
Indianapolis, Ind., and Peoria, Ill.	213.02	22018	5	.....	Indianapolis, Ind., Peoria, Ill.	Indianapolis, Bloomington and Western.
Indianapolis, Ind., and Saint Louis, Mo.	262.44	22025	5	.....	Indianapolis, Terre Haute, Ind.	Indianapolis and Saint Louis.
		22043			Terre Haute, Ind., East Saint Louis, Ill.	do
Indianapolis and Terre Haute, Ind.	74.39	22002	5	.....	Indianapolis, Terre Haute, Ind.	Indianapolis, Vandalia and Terre Haute.
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	241.08	22002	5	.....	do	do
		22044			Terre Haute, Ind., East Saint Louis, Ill.	do
Indianapolis and Vincennes, Ind.	118	22001	5	.....	Indianapolis, Vincennes, Ind.	Indianapolis and Vincennes.
Indianapolis and Chariton, Iowa.	34.67	27042	6	.....	Chariton, Indianola, Iowa	Chicago, Burlington and Quincy.
Irvine and Oil City, Pa.	50	8025	2	.....	Irvine, Corry, Pa	Buffalo, Pittsburgh and Western.
Ishpeming, Mich., and Fort Howard, Wis.	179.07	24031	6	.....	Fort Howard, Wis., Ishpeming, Mich.	Chicago and Northwestern.
Ithaca and Owego, N. Y.	35	6042	2	.....	Owego, Ithaca, N. Y.	Delaware, Lackawanna and Western, Cayuga Division.
Jackson and Adrian, Mich.	47.24	24003	9	.....	Adrian, Jackson, Mich	Lake Shore and Michigan Southern.
Jackson, Mich., and Fort Wayne, Ind.	97.24	24029	9	.....	Jackson, Mich., Fort Wayne, Ind.	Fort Wayne and Jackson.
Jacksonville and Chattahoochee, Fla.	216.19	16002	4	.....	Lake City, Chattahoochee, Fla.	Florida Central and Western.
		16006			Jacksonville, Lake City, Fla.	do
Jasper and Evansville, Ind.	55.63	22032	5	.....	Jasper, Evansville, Ind	Louisville, Evansville and Saint Louis.
Jefferson and Greenville, Tex.	122.18	31013	7	.....	Jefferson, Greenville, Tex	Missouri Pacific
Jewell and Des Moines, Iowa.	58.84	27030	6	.....	Des Moines, Jewell, Iowa	Chicago and Northwestern.
Jewell and Lake City, Iowa.	58.58	27066	6	.....	Jewell, Lake City, Iowa	do
Johnstown and Rockwood, Pa.	45	8070	2	.....	Rockwood, Johnstown, Pa.	Baltimore and Ohio, Somerset and Cambria Branch.
Junction City and Parsons, Kans.	157.44	33009	7	111, 110.	Junction City, Parsons, Kans.	Neosho Section, Missouri Pacific.
Kalamazoo, Mich., and Cincinnati, Ohio.	425.78	24018	5	.....	Walton, Mich., Fort Wayne, Ind.	Grand Rapids and Indiana.
		22021			Fort Wayne, Richmond, Ind.	do
		21025			Richmond, Ind., Hamilton, Ohio.	Cincinnati, Richmond and Chicago.
		21026			Dayton, Cincinnati, Ohio.	Cincinnati, Hamilton and Dayton.
Kalamazoo and South Haven, Mich.	40.65	24007	9	.....	Kalamazoo, South Haven, Mich.	Michigan Central
Kankakee and Kankakee Junction, Ill.	75.01	23062	6	.....	Kankakee, Strawn, Ill.	Illinois Central
		23064			Kempton, Woodford, Ill.	do
Kansas City, Mo., and Atchison, Kans.			7	.....	
Kansas City, Mo., and Denver, Colo.	640.10	33001	7	.....	Kansas City, Mo., Denver, Colo.	Kansas Division Union Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
114.77	155,546	13	4	16	9	4	1	4	
(1)	60,033	6	1	10 9	6	1	1	1	¹ Covered by Indianapolis and Louisville R. P. O., 50 miles.
(2)									² Covered by Cambridge City and Madison R. P. O., 45.90 miles.
213.02	133,350	6	3	12 9	9	4	1	4	³ Two short stops between Indianapolis and Urbana.
72.45	164,287	6	3	40	9	4	2	8	
189.99									
(4)	46,568	6	1	16 5	6 6	1	1	1	⁴ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles.
(5)	150,916	6	3	19	7 3	4	1	4	⁵ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles.
(6)									⁶ Covered by Pittsburgh and Saint Louis R. P. O., 166.69 miles.
118	73,868	6	1	11 6	9	2	1	2	
31.67	21,703	6	1	20	9	1	1	1	
50	31,300	6	(7)	11 3½	8 10	1	1	1	⁷ Same cars as are used on the Brocton and Oil City R. P. O.
179.07	130,721	7	⁸ 2	35 5	8 7	2	2	4	⁸ Whole cars.
35	21,910	6	⁹ 1	7 6	6 8	1	1	1	
			¹⁰ 1	8	3 7				⁹ Reserve car.
47.24	29,572	6	1	12	8 4	1	1	1	
97.24	60,872	6	1	10 6	7 6	2	1	2	
¹⁰ 155.87	157,818	7	1	12 10	6 7	4	1	4	¹⁰ Closed mails in charge of conductor between Jacksonville and Baldwin, six round trips per week.
60.32			1	12 6	6 8				
56.63	34,824	6	1	10	6	1	1	1	
122.18	76,484	6	2	14 4	5 9	2	1	2	
58.84	36,833	6	1	12 2	7 5	1	1	1	
58.58	36,671	6	¹¹ 1	35 5	7	1	1	1	¹¹ Whole car in use temporarily.
45.71	28,170	6	1	13 6	7 8	1	1	1	
157.44	98,537	6	1	15 1	7 2½	3	1	3	
			1	13 2	7 2½				
¹² 262.03	266,538	6	¹² 1	13 2	7 2½				¹² Held in reserve.
			8	13 2	7	4	1	4	¹³ Route from Kalamazoo to Walton is in ninth division, but miles of route (168.03) having been omitted in report of that division, it is entered in this division report at request of Mr. Lovell.
92.71									
46.04									
(14)									¹⁴ Covered by Toledo and Cincinnati R. P. O., 25 miles.
40.65	25,446	6	1	12 7	5 8	1	1	1	
30.22	46,956	6	1	15	7 2½	1	1	1	
44.79			1	14	7 0				
640.10	577,503	7	8	24 8	9 4	7	2	18	See Saint Louis, Mo., and Atchison, Kans., R. P. O.
						¹⁴ 1			¹⁵ These clerks run from Kansas City to Ellis (302 miles) daily on night line, returning east from Ellis on regular R. P. O. as helpers.

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Kansas City, and Joplin, Mo.	176.06	33008	7	.....	Kansas City, Joplin, Mo..	Kansas City, Fort Scott and Gulf.
Kansas City, Mo., and La Junta, Colo.	634.55	33016	7	111, 110.	Topeka, Kans., Kansas City, Mo.	Atchison, Topeka, Santa F6.
Kansas City, Mo., and Pueblo, Colo.		33010			Atchison, Kans., Pueblo, Colo.	do
Kansas City, Mo., and Wellington, Kans.	264.82	33008	7	.....	Kansas City, Joplin, Mo..	Kansas City, Fort Scott and Gulf.
		33006			Olathe, Ottawa, Kans....	Kansas City, Lawrence, and Southern Kansas.
		33004			Lawrence, Coffeyville, Kans.	do
		33005			Cherryvale, Hunnewell, Kans.	do
Keene, N. H., and Springfield, Mass.	24.82	3056	1	.....	South Vernon Junction, Vt., Keene, N. H.	Connecticut River
Kenosha, Wis., and Rockford, Ill.	72.50	25011	6	.....	Kenosha, Wis., Rockford, Ill.	Chicago and Northwestern.
Kent and Cincinnati, Ohio.	253	21034	5	.....	Salamanca, Dayton, Ohio.	New York, Pennsylvania and Ohio.
		21042			Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Keokuk and Albia, Iowa	117.87	28015	6	.....	Keokuk, Humeston, Iowa	Wabash, Saint Louis and Pacific.
		27060			Centerville, Albia, Iowa	do
Keokuk, Iowa, and Clayton, Ill.	43.02	23081	6	.....	Clayton, Ill., Keokuk, Iowa.	do
Keokuk, Iowa, and Saint Louis, Mo.	168.40	28018	7	.....	Mount Pleasant, Iowa.	Saint Louis, Keokuk and Northwestern.
		28004			Saint Peters, Mo.	Wabash, Saint Louis and Pacific.
La Crosse, Wis., and Dubuque, Iowa.	120.70	27012	6	.....	Saint Louis, Kansas City, Mo.	Chicago, Milwaukee and Saint Paul.
		27012			Clinton, Iowa, La Crosse, Wis.	do
La Crosse, Wis., and Sioux Falls, Dak.	351.46	26023	6	.....	La Crosse, Wis., Flandreau, Dak.	do
		35007			Flandreau, Sioux Falls, Dak.	do
La Fayette, Ind., and Quincy, Ill.	271.44	21019	6	111.	Toledo, Ohio, Quincy, Ill.	Wabash, Saint Louis and Pacific.
La Fayette, Ind., and Saint Louis, Mo.	232.37	21019	6	113, 110.	do	do
		23023			Decatur, East Saint Louis, Ill.	do
La Junta, Colo., and Deming, N. Mex.	578.20	38006	7	111, 112.	La Junta, Colo., Deming, N. Mex.	Atchison, Topeka and Santa F6.
Lake Station, Ind., and Joliet, Ill.	45.66	23022	6	.....	Joliet, Ill., Lake Station, Ind.	Michigan Central
Lancaster, N. H., and Boston, Mass.	209.36	3011	1	.....	Boston, Mass., Portland, Me.	Boston and Maine
		3063			Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence
		1001			Concord, Nashua, N. H.	Concord
		1005			Concord, N. H., Wells River, Vt.	Boston, Concord and Montreal.
		1006			Groveton, N. H., Wells River, Vt.	do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
176.06	110,213	6	1 1	20 6 15 8	7 7 7 2	3	1	3	Springfield and Fort Scott clerks act as helpers on this line between Kansas City and Fort Scott. Kansas City and Wellington clerks also run over this route between Kansas City, Mo., and Olathe, Kans., 20.47 miles. See Kansas City and Pueblo R. P. O.
66.20	890,562	7	7	49 1½	9 4	8	2	21	La Junta, Colo., and Deming, N. Mex., clerks also run over this line daily between Kansas City, Mo., and La Junta, Colo., 571.70 miles.
568.35						5	1		
(1)	165,777	6	2	18 2	8 9	4	1	25	120.47 miles of route included in Kansas City and Joplin R. P. O.
34.86			1	22 2	9 1				2 One short stop.
97.02									
112.97									
24.32	15,224	6	1	8 10	7	1	1	1	This clerk runs between West Northfield and Springfield, Mass., upon the same train as the White River Junction and Springfield clerk, as an assistant. Relieved once in six weeks. (See column of remarks Boston, Clinton and Fitchburg R. P. O.)
72.50	45,385	6	1	12 6	7 2	1	1	1	
197	158,378	6	3	17 10	6 10	4	1	4	
(2)									3 Covered by Cleveland and Cincinnati R. P. O. 60 miles.
90	73,786	6	1	20	9 3	2	1	2	
27.87									
43.02	26,930	6	1	20	9 4	1	1	1	
136.20	105,418	6	2	20	9	3	1	3	
(4)									4 32.20 miles of route included in Saint Louis, Moberly and Kansas City R. P. O.
67.60	75,568	6	1 1	21 10 21	8 4 9 4	2	1	2	5 Balance of distance (58.10 miles) covered by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
312.29	220,013	6	2	21	9 4	6	1	6	
39.17			1	20 9	9 4				
271.44	169,921	6	3	20 8 50	9 4 9 6	4	4	16	
(6)	169,630	7	2	50	9 6	4	3	12	6 Distance (119.80 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.
(7)									7 Distance (112.67 miles) covered by Chicago and Decatur, Ill., and Saint Louis, Mo., R. P. O.
578.20	422,086	7	7	21	9 4	10	1	10	
45.65	28,576	6	1	7 1	6 3	1	1	1	
(8)	131,059	6	2	28	9 6	4	1	6	8 Covered by Portland and Boston R. P. O. 27 miles.
27.06			101	17	6 9				9 Two short stops; one between Boston, Mass., and Concord, N. H., and one between Lancaster, N. H., and Wells River, Vt.
(11)			101	16 8	6 10				
94.01			101	17	6 8				
43.03									10 Reserve cars. 11 Covered by Saint Albans and Boston R. P. O. 18.25 miles.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Lancaster, Pa., and Frederick, Md.	81	8032	2	.....	Columbia, Pa., Frederick, Md.	Pennsylvania Railroad (Philadelphia and Frederick Division).
Lansing and Jonesville, Mich.	60.86	24005	9	.....	Jonesville, Lansing, Mich.	Lake Shore and Michigan Southern.
Larabee and Clermont, Pa.	23	8091	2	.....	Larabee, Clermont, Pa...	Buffalo, New York and Philadelphia Railroad (Clermont Branch).
Lawrenceville and Elkland, Pa.	13	8139	2	.....	Lawrenceville, Elkland, Pa.	Syracuse, Geneva and Corning Railroad (Cowanessque Branch).
Leavenworth and Burlington, Kans.	109.20	33002	7	.....	Lawrence, Leavenworth, Kans.	Kansas Division Union Pacific.
		33004	..		Lawrence, Coffeyville, Kans.	Kansas City, Lawrence and Southern Kansas.
		33019	..		Ottawa, Burlington, Kans.	do
Leavenworth and Miltonvale, Kans.	167.91	33013	7	.....	Leavenworth, Miltonvale, Kans.	Union Pacific (Kansas Central Division).
Lebanon and Nashville, Tenn.	31.12	19001	5	.....	Lebanon, Nashville, Tenn.	Nashville, Chattanooga and Saint Louis.
Lewisburg and Spring Mills, Pa.	43	8067	2	.....	Lewisburg, Spring Mills, Pa.	Pennsylvania Railroad (Lewisburg and Tyrone Division).
Lexington and Louisville, Ky.	195.25	20003	5	.....	Lexington, La Grange, Ky.	Louisville, Cincinnati and Lexington.
		20004	..		Cincinnati, Ohio, Louisville, Ky.	do
Lexington and Kansas City, Mo.	43.35	28033	7	.....	Kansas City, Lexington, Mo.	Kansas City and Eastern Division Missouri Pacific.
Lexington and Saint Joseph, Mo.	76.86	28012	7	.....	Saint Joseph, North Lexington, Mo.	Wabash, Saint Louis and Pacific.
Lincolnton, N. C., and Chester, S. C.	72	14007	4	.....	Lincolnton, N. C., Chester, S. C.	Chester and Lenoir Narrow Gauge.
Litchfield and Bethel, Conn.	39.29	5019	1	.....	Litchfield, Hawleyville, Conn.	Shepang
		5024	..		Bethel, Hawleyville, Conn.	Danbury and Norwalk ..
Litchfield and Jacksonville, Ill.	55	23046	6	.....	Jacksonville, Litchfield, Ill.	Jacksonville South Eastern.
Little Rock and Fort Smith, Ark.	169.29	29003	7	.....	Argenta, Fort Smith, Ark.	Little Rock and Fort Smith.
Little Rock and Monticello, Ark.	189.15	29007	7	.....	Little Rock, Arkansas City, Ark.	Little Rock, Mississippi River and Texas.
		29004	..		Trippe, Monticello, Ark.	do
Little Rock and Texarkana, Ark.	.....	.....	7	129, 126	.....	.....
Lock Haven and Erie, Pa.	223	8022	2	.....	Sunbury, Erie, Pa	Pennsylvania Railroad (Philadelphia and Erie Division).
Lock Haven and Harrisburgh, Pa.	118	8022	2	67, 64..	do	do
		10002	..		Baltimore, Md., Sunbury, Pa.	Northern Central
Lock Haven and Tyrone, Pa.	55	8038	2	.....	Tyrone, Lock Haven, Pa.	Pennsylvania Railroad (Bald Eagle Branch).
Logan and Nelsonville, Ohio.	35	21084	5	.....	Logan, New Straitsville, Ohio.	Columbus, Hocking Valley and Toledo.
		21077	..		New Straitsville, Nelsonville, Ohio.	do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
81	50,706	6	1	11	8 6	2	1	2		
60.86	38,098	6	1	17 8	9 4	1	1	1		
22.15	13,772	6	1	8 7	6 8	1	1	1		
12.98	8,138	6	1	11	7 6	1	1	1		
35.05	68,359	6	2	18 2	8 9	2	1	2		
27.10										
47.05										
167.91	105,111	6	3	10 5	6	8	1	8		
81.12	19,481	6	1	10 6	6 5	1	1	1		
42.38	26,918	6	1	10	8 4	1	1	1		Agent runs to Montandon.
67.25	64,774	6	3	8 9	6 1	2	1	2		¹ This route originally run to Mount Sterling, Ky., and was curtailed September 1, 1881, to end at Lexington; decrease distance, 33 miles.
(²)			1	11 6	7 6					² Covered by Cincinnati and Louisville agent, 28 miles.
43.35	27,137	6	1	11 5	5 6	1	1	1		
76.86	56,107	7	1	25 5½	7 7½	2	1	2		
72	45,072	6	1	11 8	6 10	1	1	1		³ Distance taken from railroad time-table.
32.75	24,596	6	1	12 3	2 6	1	1	1		One reserve car in addition to one reported, which has no apartment; mail worked in baggage-car. This clerk is relieved once in 8 weeks. See column of remarks.
6.54				9 3	6 3					West Winsted and Bridgeport R. P. O.
55.00	34,430	6	1	12	7 6	1	1	1		
169.29	105,975	6	3	10 7	7	2	1	2		⁴ Reserve.
106.15	87,107	6	4	13	9	3	1	3		⁵ 1 short stop.
83				14	7 4					
										See Saint Louis and Texarkana R. P. O.
223	139,598	6	7	15	8	3	1	3		⁶ 5 reserve cars.
24.50	73,868	6	(⁷)	-----	-----	3	1	3		⁷ 63.50 miles covered by Williamsport and Baltimore R. P. O.
(⁸)										⁸ Same cars as are used on the Look Haven and Erie R. P. O.
55.10	34,430	6	1	11	8 2	1	1	1		⁹ 40 miles covered by Williamsport and Baltimore R. P. O., No. 10002.
13.32	21,910	6	(¹⁰)	-----	-----	1	1	1		¹⁰ No mail apartment.
21.68										

TABLE A¹—Statement of railway post-offices in operation

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Logan and Pomeroy, Ohio.	83.78	21074	5	Logan, Pomeroy, Ohio ...	Ohio and West Virginia..
Logansport, Ind., and Columbus, Ohio.	197.60	22017	5	.....	Logansport, Ind., Bradford, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21015	..		Columbus, Ohio, Indianapolis, Ind.	.....do
Logansport and Terre Haute, Ind.	118.99	22028	5	.....	Logansport, Rockville, Ind.	Terre Haute and Indianapolis.
		22013	..		Rockville, Terre Haute, Ind.	.....do
Logansport, Ind., and Warsaw, Ill.	291.40	22014	6	.....	State Line, Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis.
		23027	..		State Line, Ind., Warsaw, Ill.	Wabash, Saint Louis and Pacific.
Los Angeles and Santa Ana, Cal.	33.60	46017	8	.....	Los Angeles, Santa Ana, Cal.	Southern Pacific
Louisville and Bloomfield, Ky.	57.16	20004	5	.....	Cincinnati, Ohio, Louisville, Ky.	Louisville and Nashville.
		20012	..		Anchorage, Shelbyville, Ky.	.....do
		20026	..		Shelbyville, Bloomfield, Ky.	.....do
Louisville and Livingston, Ky.	141.94	20005	5	.....	Louisville, Ky., Nashville, Tenn.	.....do
		20007	..		Lebanon Junction, Livingston, Ky.	.....do
Louisville, Ky., and Nashville, Tenn.	185.23	20005	5	53.....	Louisville, Ky., Nashville, Tenn.	.....do
Louisville and Paducah, Ky.	233.60	20018	5	.....	Louisville, Cecilian, Ky..	Chesapeake, Ohio and Southwestern.
		20010	..		Elizabethtown, Paducah, Ky.	.....do
Lowell, and Ayer, Mass.	16.74	3020	1	.....	Ayer, Lowell, Mass	Boston, Lowell and Concord.
Lowell and Mansfield, Mass.	51.66	3049	1	.....	South Framingham, Lowell, Mass.	Old Colony
		3051	..		New Bedford, Fitchburg, Mass.	.....do
Ludington, Mich., and Toledo, Ohio.	275.73	24015	9	.....	Monroe, Ludington, Mich.	Flint and Pere Marquette.
		24001	..		Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern.
Lula and Athens, Ga. ...	39.53	15025	4	.....	Lula, Athens, Ga	Northeastern Railroad of Georgia.
Lynchburgh, Va., and Bristol, Tenn.	204	11013	3	33, 36..	Lynchburg, Va., Bristol, Tenn.	Norfolk and Western....
Lyons, N. Y., and Sayre, Pa.	92	6072	2	.....	Lyons, N. Y., Sayre, Pa..	Geneva, Ithaca and Sayre.
McLeansborough and Shawneetown, Ill.	41.70	23078	6	.....	McLeansborough, Shawneetown, Ill.	Louisville and Nashville.
Mackinaw City and Bay City, Mich.	184	24009	9	.....	Jackson, Mackinaw City, Mich.	Michigan Central
Macon and Brunswick, Ga.	190.58	15013	4	.....	Macon, Brunswick, Ga. ...	East Tennessee, Virginia and Georgia.
Macon, Ga., and Goodwater, Ala.	190.43	15011	4	.....	Macon, Columbus, Ga. ...	Southwestern
		17007	..		Opelika, Ala., Columbus, Ga.	Columbus and Western..
		17016	..		Opelika, Goodwater, Ala	.....do
Macon, Ga., and Montgomery, Ala.	224.72	15016	4	.....	Macon, Ga., Eufaula, Ala.	Southwestern
		17003	..		Montgomery, Eufaula, Ala.	Montgomery and Eufaula.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
83.78	52,446	6	2	16 3	9 6	2	1	2	
114.60 ⁽¹⁾	123,697	6	2	11 6	8 6	3	1	3	¹ Covered by Pittsburgh and Saint Louis R. P. O., 83 miles.
95.03 23.96	74,487	6	2 1	10 10 19 6	7 1 7 6	..... 2	..... 1	..... 2	
61.19	182,422	6	1	32	8 9	4	1	5 ⁸	² Two short stops between Logansport and State Line, Ind., and two short stops between Gilman and Bushnell, Ill.
230.21	.....	.....	1 1 ⁽³⁾ 1	20 5 28 2 18 9	8 9 8 7 8 11	..... ..... .....	..... ..... .....	..... ..... .....	³ Reserve.
33.60 ⁽⁴⁾	24,528 32,967	7 6	1 1	8 4	6 11	1	1	1	⁴ Covered by Cincinnati and Louisville R.P.O. 12 miles. ⁵ Dec. 15, 1881, increase distance 9.84 miles.
19.19 25.97 ⁽⁶⁾	88,853	6	2	13 7	9 2	2	1	2	⁶ Covered by Louisville, Nashville and Memphis R. P. O., 30 miles.
111.94 ⁽⁷⁾	115,953	6	3	14	9	2	1	2	⁷ Covered by Cincinnati, Nashville and Memphis R. P. O., 185.23 miles.
46.75 186.85	172,396	7	3	14	9	4	1	4	
16.74 30.34	20,958 64,678	12	1 ⁸ 2	6 6 11	7	1 2	1 1	1 2	⁸ One of these cars is a reserve car. These clerks are relieved once in 4 weeks. (See column of remarks. Providence and Pascoag R. P. O.)
21.32	.....	.....	⁸ 2	12	7	.....	.....	.....	¹⁰ 24.50 miles of route (Toledo, Ohio, to Monroe, Mich.), included in Detroit and Toledo R. P. O.
251.23 ⁽⁹⁾	172,606	6	2	21	8 10	4	1	4	¹¹ Held in reserve.
39.53 204	23,746 148,920	6 7	1 4	10 2 13 4 40	7 2 7 2 8	1 4	1 2	1 12 ¹¹	¹² 3 short stops between Lynchburgh and Wytheville, Va.
92.62 41.70	57,592 26,104	6 6	1 1	10 6 15 9 6 0	6 6 8 8 2 10	2 1	1 1	2 1	¹³ One reserve car.
⁽¹⁴⁾	115,184	6	1	15 6 15 5	9 3 8 10	3	1	3	¹⁴ Miles of route included in Bay City and Jackson R. P. O.; clerks run two weeks and lay off one.
190.58 100.47	139,123 119,209	7 6	1 2	21 6 15 1	8 10 9 5	3 3	1 1	3 3	Closed mails in charge of conductor between Macon and Jessup, 7 round trips per week.
29.62	.....	.....	1	12 4 11 8	7 3 7 1	.....	.....	.....	Closed mails in charge of conductor between Macon, Ga., and Goodwater, Ala., 7 round trips per week.
60.34	.....	.....	1	18	7 4	.....	.....	.....
143.99 80.73	164,045	7	1 3	10 5 22 6	6 6 9 4 1 4	Closed mails in charge of conductor, Macon to Smithville, Ga., 6 round trips per week; and from Montgomery, Ala., to Eufaula, Ala., 7 round trips per week.

TABLE A¹.—Statement of railway post-offices in operation

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Manchester and Peterborough, N. H.	62.99	1001 1009 1010	1	Concord, Nashua, N. H. . . Concord, Claremont Junction, N. H. . . Contoocook, Peterborough, N. H. . .	Concord Concord and Claremont..do
Manchester and Tuckerton, N. J.	29	7032	2	.....	Whiting, Beach Haven, N. J. . .	Tuckerton
Manhattan and Burlingame, Kans.	57.31	33030	7	.....	Burlingame, Manhattan, Kans. . .	Manhattan, Alma and Burlingame.
Manistee and East Saginaw, Mich.	143.72	24045	9	.....	Butler's Junction, Manistee, Mich. . . Monroe, Ludington, Mich. . .	Flint and Péro Marquette.....do
Mankato and Elmore, Minn.	56.41	24015 28025 28029	6	.....	Saint Paul, Saint James, Minn. . . Lake Crystal, Elmore, Minn. . .	Chicago, Saint Paul, Minnesota and Omaha. .....do
Mankato and Wells, Minn.	40.81	28024	6	.....	Mankato, Wells, Minn. . .	Chicago, Milwaukee and Saint Paul.
Maple River Junction and Mapleton, Iowa.	60.20	27038	6	.....	Maple River Junction, Mapleton, Iowa. . .	Chicago and Northwestern.
Maquoketa and Davenport, Iowa.	42.76	27018	6	.....	Davenport, Maquoketa, Iowa. . .	Chicago, Milwaukee and Saint Paul.
Marion and Running Water, Dak.	63.18	27049	6	.....	Pattersonville, Iowa, Running Water, Dak. . .	.....do
Marion and Coon Rapids, Iowa.	167.80	27072	6	.....	Marion, Coon Rapids, Iowa. . .	.....do
Marquette and L'Anse, Mich.	63.48	24040	6	.....	Marquette, L'Anse, Mich. . .	Marquette, Houghton and Ontonagon.
Marshalltown and Story City, Iowa.	39.55	27079	6	.....	Marshalltown, Story City, Iowa. . .	Central Iowa
Mason City and Ottumwa, Iowa.	172.66	27010	6	.....	Ottumwa, Mason City, Iowa. . .	.....do
Mayesville and Paris, Ky., and Cincinnati, Ohio.	130.73	20015 20002	5	.....	Mayesville, Paris, Ky. Covington, Lexington, Ky. . .	Kentucky Central ..........do
Mayville and Casselton, Dak.	36.13	35006	6	.....	Casselton, Mayville, Dak. . .	Northern Pacific
Meadville and Oil City, Pa.	36	8043	2	.....	Meadville, Oil City, Pa. . .	New York, Pennsylvania and Ohio (Franklin branch).
Memphis, Tenn., and Grenada, Miss.	102.34	18002	4	.....	Memphis, Tenn., Grenada, Miss. . .	Mississippi and Tennessee.
Memphis, Tenn., and Little Rock, Ark.	134.21	29001	7 35, 34	.....	Hopewell, Little Rock, Ark. . .	Memphis and Little Rock.
Menasba and Milwaukee, Wis.	103.47	25016 25040	6 151	.....	Milwaukee, Green Bay, Wis. . .	Wisconsin Central
Mendota, Ill., and Clinton, Iowa.	65.59	23013	6	.....	Hilbert, Appleton, Wis. . . Mendota, Ill., Clinton, Iowa. . .	.....do
Meridian, Miss., and Mobile, Ala.	135	18004 (Pt.)	4	.....	Meridian, Miss., Mobile, Ala. . .	Chicago, Burlington and Quincy. Mobile and Ohio
Meridian and Vicksburgh, Miss.	140.54	18003	4 33, 36	.....	Meridian, Vicksburgh, Miss. . .	Vicksburgh and Meridian.
Merrill and Tomah, Wis.	109.42	25031	6	.....	Tomah, Merrill, Wis.	Chicago, Milwaukee and Saint Paul.
Mexico and Jefferson City, Mo.	50.41	28021	7	.....	Mexico, Cedar City, Mo. . .	Chicago and Alton
Michigan City and Delphi, Ind.	88	22038	5	.....	Michigan City, Ind., Louisville, Ky. . .	Louisville, New Albany and Chicago.
Middletown and New York, N. Y.	88	22008 7037	2	.....	Chicago, Ill., Delphi, Ind. . . Jersey City, N. J., Middletown, N. Y. . .	.....do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	39,431	6	1	7 6	6 2	1	1	1	¹ Covered by Saint Albans and Boston R. P. O. 18.26 miles. ² Covered by Concord and Claremont R. P. O. 11.97 miles. ³ Reserve car. This clerk is relieved once in six weeks. See column of remarks Pittsfield and Lawrence R. P. O.
(2)	32.76		1	8	6 2				
29	36,308	12	1	7 6	6 6	1	1	1	
57.31	35,876	6	1	6 6	6 6	1	1	1	
			1	12	9	1	1	1	
27.02	93,098	6	1	12 9	8 10	2	1	2	⁴ 121.70 miles of route (East Saginaw to Manistee Junction, n. o.), included in Ludington and Toledo R. P. O. ⁵ Distance (12.00 miles,) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.
(4)			1	13 9	8 10				
(5)	35,312	6	1	8	7	1	1	1	
43.51									
40.81	25,547	6	1	13 6	7 2	1	1	1	
60.20	37,685	6	1	12 2	7 5	1	1	1	
42.76	26,767	6	1	15 6	6 9	1	1	1	
63.18	39,550	6	1	10 6	6 10	1	1	1	
167.80	105,042	6	1	13 2	7 8	3	1	3	
63.48	39,738	6	1	11 10	6 10	1	1	1	
			1	6 8	6 6	1	1	1	
39.55	24,758	6		8	7	1	1	1	
172.60	108,085	6	3	22 6	9 6	3	1	3	
50.73	81,836	6	1	10	7 4	2	1	2	
(7)									
36.13	22,617	6	1	17 11	8 10	1	1	1	⁷ Covered by Cincinnati and Lexington R. P. O. 80 miles.
36.63	22,526	6	1	18	8 11	1	1	1	
102.34	74,708	7	1	13	6 8	2	1	2	Closed mails in charge of conductor from Memphis, Tenn., to Grenada, Miss., 7 round trips per week.
134.21	97,973	7	2	22 8	8 9	3	1	3	
			1	17 2	7 2				
87.21	64,772	6	1	11 9	6 9	2	1	2	⁸ Reserve cars.
			1	16	7 3				
16.26			1	21	9 3				⁹ Reserve.
65.50	41,059	6	1	8 8	6 10	1	1	1	
¹⁰ 135	98,550	7	(11)			3	1	3	¹⁰ Distance taken from railroad time-table. ¹¹ Cars on route Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's.
140.54	102,594	7	1	11 5	9 3	3	1	3	
			2	11 9	9				
109.42	68,496	6	1	16 9	7 5	2	1	2	Previous to May 1, 1882, this R. P. O. ran between Rensselaer and Delphi, Ind. 40.01 miles, 260 days; 88 miles, 53 days.
50.41	31,556	6	1	19 6	9	1	1	1	
60	30,133	6	1	13	9	2	1	2	
28									¹² Reserve cars. ¹³ 1 clerk relieves Port Jervis and New York clerk.
88	55,088	6	1	13	6 8	1	1	2	
			1	12	6 6				

TABLE A₁—Statement of railway post-offices in operation

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Millbank and Aberdeen, Dak.	97.94	26010	6	Hastings, Minn., Aberdeen, Dak.	Chicago, Milwaukee and Saint Paul.
Millerton and Newburgh, N. Y.	57	6085	2	.....	Newburgh, Millerton, N. Y.	Newburgh, Dutchess and Connecticut.
Millerton and Poughkeepsie, N. Y.	45	6079	2	.....	Poughkeepsie, State Line, N. Y.	Poughkeepsie, Hartford and Boston.
Milton and Stockton, Cal.	30	46012	8	.....	Milton, Stockton, Cal.	Stockton and Copperopolis.
Milton and Mineral Point, Wis.	90.66	25004	6	.....	Milton Junction, Shullsburg, Wis.	Chicago, Milwaukee and Saint Paul.
		25020	..	.....	Warren, Ill., Mineral Point, Wis.	..... do
Milwaukee, Wis., and Chicago, Ill.	85.37	23001	6	151, 152.	Chicago, Ill., Milwaukee, Wis.	Chicago and Northwestern.
Milwaukee and Montfort, Wis.	146.31	25038	6	.....	Milwaukee, Montfort, Wis.	..... do
Milwaukee and Prairie du Chien, Wis.	197.14	25001	6	.....	Milwaukee, Wis., North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.
Minneapolis and Albert Lea, Minn.	108.23	26021	6	.....	White Bear Lake, Minn., Angus, Iowa.	Minneapolis and Saint Louis.
Minneapolis, Minn., and La Crosse, Wis.	142.53	26013	6	150, 152, 151, 153.	Minneapolis, Minn., La Crosse, Wis.	Chicago, Milwaukee and Saint Paul.
Minneapolis, Minn., and Millbank, Dak.	194.96	26037	6	.....	Minneapolis, Benton, Minn.	Chicago, Milwaukee and Saint Paul.
		26010	..	.....	Hastings, Minn., Aberdeen, Dak.	..... do
Minneapolis and Wintthrop, Minn.	71.10	26038	6	.....	Minneapolis, Wintthrop, Minn.	Minneapolis and Saint Louis.
Mona and Waterloo, Iowa	79.70	27022	6	.....	Waterloo, Mona, Iowa ...	Illinois Central.....
Monmouth Junction and Squan, N. J.	32	7028	2	.....	Jamesburg, Sea Girt, N. J	Pennsylvania Railroad (Amboy Division).
Monroe and Adrian, Mich	34.82	24002	9	.....	Monroe, Adrian, Mich ...	Lake Shore and Michigan Southern.
Monsey and New York, N. Y.	39	6002	2	.....	Tallmans, Piermont, N. Y	New York, Lake Erie and Western (Piermont Branch).
		7017	..	.....	Jersey City, N. J., Nyack, N. Y.	Northern Railroad of New Jersey.
Montgomery, Ala., and New Orleans, La.	321.37	17012	4	17, 19...	Mobile, Montgomery, Ala	Mobile and Montgomery.
		17013	..	18, 20...	Mobile, Ala., New Orleans, La.	New Orleans, Mobile, and Texas.
Montgomery and Selma, Ala.	50.50	17002	4	.....	Montgomery, Selma, Ala.	Selma Division of Western Railroad of Alabama.
Montrose and Tunkhannock, Pa.	28	8078	2	.....	Tunkhannock, Montrose, Pa.	Montrose
Morristown, Tenn., and Warm Springs, N. C.	50.32	19009	5	.....	Morristown, Tenn., Warm Springs, N. C.	East Tennessee, Virginia and Georgia.
Mount Carmel and Sunbury, Pa.	26	8023	2	.....	Sunbury, Mount Carmel, Pa.	Northern Central (Shamokin Division).
Mount Pleasant and Keokuk, Iowa.	48.10	28018	6	.....	Mount Pleasant, Iowa, Saint Peters, Mo.	Saint Louis, Keokuk and Northwestern.
Muncie, Ind., and Bloomington, Ill.	.....	.....	.....	.....	.....	.....
Muscatine and Montezuma, Iowa.	126.95	27004	6	.....	Muscatine, What Cheer, Iowa.	Burlington, Cedar Rapids and Northern.
		27048	..	.....	Elmira Junction, Riverside, Iowa.	..... do
		27065	..	.....	Thornburgh, Montezuma, Iowa.	..... do
Muskegon and Allegan Mich.	60.49	24023	9	.....	Allegan, Holland, Mich ..	Chicago and West Michigan.
		24021	New Buffalo, Pentwater, Mich. do

in the United States on June 30, 1882—Continued.

[illegible]

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Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Nashua, N. H., and Worcester, Mass.	46.93	3006	1	.....	Worcester, Mass., Nashua, N. H.	Worcester and Nashua ..
Nashville and Chattanooga, Tenn.	151	19004	5	.....	Nashville, Chattanooga, Tenn.	Nashville, Chattanooga and Saint Louis.
Nashville and Hickman, Tenn.	170.56	19007	5	.....	Nashville, Hickman, Tenn.	.....do
Newark and Shawnee, Ohio.	43.69	21838	5	.....	Newark, Shawnee, Ohio..	Baltimore and Ohio
New Berlin and Sidney Plains, N. Y.	25	6101	2	.....	New Berlin, Sidney Point, N. Y.	New York, Ontario and Western (New Berlin Branch).
New Castle and North Vernon, Ind.	70.34	22042	5	.....	New Castle, Rushville, Ind.	Fort Wayne, Cincinnati and Saint Louis.
		22015	.....	.....	Rushville, North Vernon, Ind.	Vernon, Greens and Rush.
New Hartford and Farmington, Conn.	14.30	5021	1	.....	Farmington, New Hartford, Conn.	New Haven and Northampton.
New Haven, Conn., and New York, N. Y.	73.23	5005	1	.....	New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
New London and New Haven, Conn.	51.71	5004	1	.....	New Haven, New London, Conn.	.....do
New Orleans and Alexandria, La.	228	30003	4	.....	New Orleans, Cheneyville, La.	Morgan's Louisiana and Texas Railroad and Steamship Company.
		30011	.....	.....	Cheneyville, Alexandria, La.	Texas and Pacific
New Orleans, La., and Houston, Tex.	362	30003	4	17, 18..	New Orleans, Vermillionville, La.	Morgan's Louisiana and Texas Railroad and Steamship Company.
		30010	.....	.....	Vermillionville, La., Orange, Tex.	Louisiana Western
		31012	.....	.....	Orange, Houston, Tex...	Texas and New Orleans..
New Orleans and Port Allen, La.	98	30002	4	.....	New Orleans, Port Allen, La.	New Orleans and Pacific.
Newport, Vt., and Springfield, Mass.	232.90	3067	1	.....	Springfield, Mass., South Vernon, Vt.	Connecticut River
		3062	.....	.....	Miller's Falls, Mass., Brattleborough, Vt.	Central Vermont
		2005	.....	.....	Brattleborough, Bellows Falls, Vt.	Vermont Valley
		2004	.....	.....	Bellows Falls, Windsor, Vt.	Sullivan
		2002	.....	.....	Windsor, Essex Junction, Vt.	Central Vermont
		2010	.....	.....	White River Junction, Derby Line, Vt.	Connecticut and Passumpsic.
Newton and Arkansas City, Kansas.	117.03	33011	7	.....	Newton, Arkansas City, Kans.	Atchison, Topeka and Santa Fé.
		33030	.....	.....	Mulvane, Caldwell, Kans.	.....do
Newton and Caldwell, Kans.	.....	.....	7	.....	.....	.....
New York, N. Y., and Chicago, Ill.	382.28	6011	9	95, 99..	New York, Buffalo, N. Y.	New York Central and Hudson River.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	29,378	6	1	15 3	8 10	1	1	1	¹ Covered by Portland and Worcester R. P. O. 46.93 miles. This clerk is relieved once in six weeks. See column of remarks, Boston, Clinton and Fitchburg R. P. O.
151	110,230	7	2	20	9	4	1	4	
170.56	124,508	7	3	12 6	8 8	3	1	3	
43.60	27,349	6	2	8 11	8	1	1	1	
24.84	15,650	6	1	14 6	6 2	1	1	1	
			1	12 2	7				
24.84	² 16,531	6	(²)	.....	.....	1	1	1	² January 1, 1882, increase distance 19.93 miles.
45.50	(⁴)	.....	.....	.....	.....	.....	.....	.....	³ No car.
14.30	17,903	12	1	10	6	1	1	1	⁴ March 22, 1882, increase distance 45.50 miles.
(⁶)	45,841	6	1	15 6	6 6	1	1	1	This clerk is relieved once in 8 weeks. See column of remarks, West Winsted and Bridgeport R. P. O.
(⁶)	64,470	12	1	13 8	6	2	1	2	⁶ Covered by Boston, Providence and New York R. P. O., 73.23 miles. This clerk is relieved once in 4 weeks. See column of remarks, Boston and Willimantic R. P. O.
			1	13 10	6 7				⁶ Covered by Boston, Providence and New York R. P. O., 51.71 miles. This clerk is relieved once in 4 weeks. See column of remarks, Willimantic and New Haven R. P. O.
⁷ 262.61	166,440	7	4	16	9 1	4	1	4	⁷ Distance taken from railroad time-table.
26.39									
(⁹)	269,435	7	2	22 7	9 1	4	1	4	⁹ Distance taken from railroad time-table. One hundred and forty-two and sixty-one hundredth (142.61) miles, covered by New Orleans and Alexandria R. P. O.
112.15	.....	.....	2	14	9				
106.24									
⁹⁸	61,348	6	1	17	9 2	2	1	2	⁹ Distance taken from railroad time-table.
52.94	145,851	6	¹⁰²	20 9	6 7	4	2	8	¹⁰ One of these cars is held as a reserve car.
(¹¹)	.....	.....	1	20 10	6 11	.....	.....	.....	¹¹ Covered by Brattleborough and Palmer R. P. O., 10.28 miles.
24.02	.....	.....	¹²¹	21 10	6 5	.....	.....	.....	¹² Reserve car.
26.32									
14.13									
105.30									
78.84	73,260	6	2	18 3	9 4	2	1	2	These clerks run in same car between Newton and Mulvane, when they separate, one running to Arkansas City, the other to Caldwell. See Newton and Arkansas City R. P. O. Three daily lines, New York, N. Y., to Chicago, Ill., divided into three divisions, viz, New York to Syracuse, N. Y., 289.50 miles; Syracuse, N. Y., to Cleveland Ohio, 335.50 miles, and Cleveland, Ohio, to Chicago, Ill., 357.28 miles. Four crews to each train on each division, with an average of 6½ men to each crew, and 15 short stops on each division, 11 on middle division, and 2 on west division. All trains west run over route 21007, Elyria to Millbury; two trains run west over route 21045, Toledo to Elkhart; east, two trains run over route 21045, Elkhart to Toledo; one train east runs over route 21047, Millbury to Toledo. ¹⁴ cars held in reserve.
38.19									
448	2,030,687	20	¹²⁰	60	9	36	.....	250	

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedules of through mails.	Contract designation, terminal of route.	Corporate title of company.
<i>New York, N. Y., and Chicago, Ill.—Cont'd.</i>	982.28	6052	1	101, 97.	Buffalo, N. Y., Chicago, Illa.	Lake Shore and Michigan Southern.
		21007		94, 98.	Elyria, Millbury, Ohio	do
		21045		100	Toledo, Ohio, Elkhart, Ind.	do
New York, N. Y., Dover, N. J., and Easton, Pa.	85	7013	2		Hoboken, N. J., Easton, Pa.	Delaware, Lackawanna and Western (Morris and Essex Division).
<i>New York and Dunkirk, N. Y.</i>	4.59	6001	2	81, 83, 80, 82	New York, Dunkirk, N. Y.	New York, Lake Erie and Western.
New York, N. Y., and Philadelphia, Pa.	99	7004	2		New York, N. Y., West Philadelphia, Pa.	Pennsylvania Railroad (New York Division).
<i>New York, N. Y., and Pittsburgh, Pa.</i>	444	7004	2	65, 73.	New York, N. Y., Philadelphia, Pa.	do
		8001		66, 72.	Philadelphia, Pittsburgh, Pa.	do
				70		
New York, N. Y., Somerville, N. J., and Easton, Pa.	74	7001	2		New York, N. Y., Easton, Pa.	Central Railroad of New Jersey.
New York, N. Y., and Squam, N. J.	64	7003	2		Elizabeth, Point Pleasant, N. J.	Central Railroad of New Jersey (L. B. Division).
		7001			New York, N. Y., Easton, Pa.	Central Railroad of New Jersey.
<i>New York, N. Y., and Washington, D. C.</i>	232	7004	2	1, 3, 9.	New York, N. Y., West Philadelphia, Pa.	Pennsylvania
		10001		2, 4, 6.	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
		10013			Bay View, Md., Washington, D. C.	Baltimore and Potomac.
Nineveh, N. Y., and Carbondale, Pa.	60	8064	2		Carbondale, Susquehanna, Pa.	New York, Lake Erie and Western.
		6031			Nineveh Junction, N. Y., Jefferson Junction, Pa.	Delaware and Hudson Canal Company.
Norfolk and Columbus, Nebr.	50.67	34012	6		Columbus, Norfolk, Nebr.	Omaha, Niobrara and Black Hills.
Norfolk, Va., and Edenton, N. C.	74	11026	3		Norfolk, Va., Edenton, N. C.	Elizabeth City and Norfolk.
Norfolk and Lynchburg, Va.	204	11011	3		Petersburgh, Norfolk, Va.	Norfolk and Western.
		11012	3		Petersburgh, Lynchburg, Va.	do
Norfolk, Va., and Raleigh, N. C.	177	11015	3		Portsmouth, Va., Weldon, N. C.	Seaboard and Roanoke.
		13001	3		Raleigh, Weldon, N. C.	Raleigh and Gaston.
North Adams and Pittsfield, Mass.	21.18	3029	1		Pittsfield, North Adams, Mass.	Boston and Albany.
North Anson and Lewiston, Me.	25.77	18	1		West Waterville, North Anson, Me.	Somerset.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
540.28			¹⁶ 50	9					¹² held in reserve.
74.98			⁴ 49 5	9					
123.60			²¹ 45 10	9					² Held in reserve.
			²¹ 41 4	9					
84.24	92,022	10	²² 12	8 10	2	1	2		²¹ reserve car.
			¹ 12 9	8 11	⁴¹ 1	1	1		⁴ New York and Hackettstown, N. J., R. P. O.
			¹ 11 5	8 10					
459	542,276	11½	⁵ 49 5	9 5	⁵⁴ 2	²⁸ 2			⁵ Day line, New York and Hornellsville.
			⁷² 50	9	⁵⁴ 3	²⁸ 2			⁶ Short stop between Susquehanna and Hornellsville; short stop between Hornellsville and Salamanca.
					⁷³ 2				⁷¹ reserve car.
									⁸ Night line, New York and Hornellsville.
1090	(¹¹)	12	¹¹¹ 13 8	6 6	¹⁵² 1	2			⁹ Hornellsville and Dunkirk Line.
		12	¹ 15 3	8 7½					¹⁰¹ reserve car.
	112,680		¹ 15	8 4					¹¹ Route covered by New York and Washington R. P. O.
	(¹²)	884,418	¹⁴¹² 60	8 7½	¹⁰⁵ 7	¹⁰⁹² 7			¹² These clerks actually belong to the New York and Pittsburgh R. P. O., but service stated separately for convenient reference.
352.60			¹⁷³ 40	8 7½	¹⁰¹ 8				¹³⁰ miles covered by New York and Washington R. P. O.
						6	7		¹⁴ Cars furnished by Pennsylvania Railroad only stated.
									¹⁵ Storage cars.
									¹⁶ Run between New York and Harrisburgh daily.
74	92,648	12	² 13	7	8	1	3		¹⁷ 4 short stops between New York and Harrisburgh; 2 register clerks between New York and Pittsburgh, and 1 clerk between Altoona and Philadelphia.
53.75	80,128	12	¹⁰¹ 12 6	7	2	2	4		¹⁸ 10.25 miles covered by New York, Somerville and Eastern R. P. O.
(¹⁹)			² 14	7					¹⁹¹ reserve car.
90	465,856	19½	⁴ 60	8 7½	²⁰⁴ 2	²⁴⁰ 2			²⁰ Day line. ²¹ Night line. ²² Fast mail.
96			² 58 7	8 7½	²¹⁴ 4				²³ 2 short stops. New York and Havre de Grace and return, on day line. They run alternately 7 days.
46			¹ 59 11	8 7½	²²⁴ 3				²⁴ 2 short stops, New York to Philadelphia daily, except Sundays on fast mail.
38.25	37,560	6	¹ 6 9	6 2	1	1	1		
21			¹ 9	6 6					
50.67	31,719	6	¹ 13	9	1	1	1		
74	46,324	6	² 12	7	2	1	2		
81									
123	148,920	7	⁴ 20	10	4	1	4		
80			² 11 6	9					
97	110,802	6	² 10 6	9	3	1	3		
21.18	26,517	12	¹ 9 8	6 3	1	1	1		
25.77	16,132	6	¹ 12 6	6 6	1	1	²⁴² 2		²⁵¹ relief clerk; also relieves Portland and Gorham and Bath and Lewiston clerks. This clerk runs from West Waterville to Lewiston, Me., on the same train as Skowhegan and Portland clerk, as an assistant.

TABLE A¹.—Statement of railway post-offices in operation

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North Conway and Portsmouth, N. H.	81.59	1014	1	Conway Junction (n. o.), North Conway, N. H.	Eastern.....
		3001	.....	.....	Boston, Mass., Portland, Me.	.....do.....
North Creek and Saratoga, N. Y.	58	6095	2	.....	Saratoga Springs, North Creek, N. Y.	Adirondack.....
Northville and Fonda, N. Y.	27	6081	2	.....	Fonda, Northville, N. Y.	Fonda, Johnstown and Gloversville.
Norwich and Middletown, N. Y.	150	6048	2	.....	Oswego, Middletown, N. Y.	New York, Ontario and Western.
Oakland City, Ind., and Mount Vernon, Ill.	89.44	22023	5	.....	Oakland City, Ind., Mt. Vernon, Ill.	Louisville, Evansville, and Saint Louis.
Ocean City and Salisbury, Md.	31	10009	2	.....	Salisbury, Ocean City, Md.	Wicomico and Pocomoke.
Ogden and Salt Lake, Utah.	36.50	41001	8	134, 147.	Ogden, Frisco.....	Utah Central.....
<i>Ogden and San Francisco, Cal.</i>	833.35	46001	8	147, 134.	Ogden, San Francisco....	Central Pacific.....
Ogdensburg and Rome, N. Y.	142	6036	2	.....	Rome, Ogdensburg, N. Y.	Rome, Watertown, and Ogdensburg.
Ogdensburg and Utica, N. Y.	153	6087	2	.....	Utica, Watertown, N. Y.	Utica and Black River...
		6088	.....	.....	Carthage, Ogdensburg, N. Y.	.....do.....
Oil City, Pa., and Ashtabula, Ohio.	87.56	8045	9	.....	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern.
Oil City and Pittsburgh, Pa.	132	8041	2	.....	Pittsburgh, Oil City, Pa.	Allegheny Valley.....
<i>Omaha, Nebr., and Denver, Colo.</i>	571.05	34001	6	149, 136.	Council Bluffs, Iowa, Ogden City, Utah.	Union Pacific.....
		38017	.....	.....	Julesburg, La Salle Station, Colo.	.....do.....
		38007	.....	.....	Denver, Colo., Cheyenne, Wyo.	.....do.....
<i>Omaha and Hastings, Nebr.</i>	164.96	34004	6	.....	Omaha, Orecopolis Junction., Nebr.	Burlington and Missouri River in Nebraska.
		34002	.....	.....	Plattsmouth, Kearney, Nebr.	.....do.....
<i>Omaha, Nebr., and Ogden, Utah.</i>	1035.20	34001	6	147, 134.	Council Bluffs, Iowa, Ogden City, Utah.	Union Pacific.....
Oshkosh and Milwaukee, Wis.	105.04	25008	6	.....	Oshkosh, Ripon, Wis....	Chicago, Milwaukee and Saint Paul.
		25003	.....	.....	Milwaukee, Berlin, Wis.	.....do.....
Oswego and Norwich, N. Y.	100	6048	2	.....	Oswego, Middletown, N. Y.	New York, Ontario and Western.
Oswego and Syracuse, N. Y.	35	6064	2	.....	Syracuse, Oswego, N. Y.	Delaware, Lackawanna and Western Railroad (Oswego and Syracuse Division).
Ottumwa, Iowa, and Moberly, Mo.	130.81	28007	7	.....	Moberly, Mo., Ottumwa, Iowa.	Wabash, Saint Louis and Pacific.
Owensborough and Bevier, Ky.	39	20014	5	.....	Owensborough, Bevier, Ky.	Owensborough and Nashville.
Paducah and Dyersburgh, Ky.	91.34	20009	5	.....	Paducah, Dyersburgh, Ky.	Chesapeake, Ohio and Southwestern.
Painesville and Youngstown, Ohio.	61.89	21046	5	.....	Painesville, Youngstown, Ohio.	Painesville and Youngstown.
Palestine and Laredo, Tex.	419	31007	7	127.....	Palestine, Laredo, Tex.	International and Great Northern.
Palestine and San Antonio, Tex.	.....	.....	7	.....	.....	.....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crews.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
71.09	51,075	6	1	19 7	8 11	3	1	3	¹ Covered by Bangor and Boston R. P. O., 10.50 miles.
(¹)	-----	-----	1	19 6	8 8				² Reserve car. Part of a car. These cars are also used by the Bangor and Boston R. P. O. short run. (See column of remarks of that R. P. O.)
			² 1	30	8 6				
57.96	36,308	6	1	13 5	5 7	1	1	1	
26.92	33,804	12	1	8	6	1	1	1	³ 1 reserve car.
			² 1	9 7	7 7				
			1	13 9	8 7				
149.70	93,900	6	3	12 6	7 3	3	1	3	⁴ 2 reserve cars.
			³ 3	12	7 6				⁵ 1 reserve car.
			² 1	10 9	7 6				
89.44	⁶ 31,795	6	1	13 10	7 8	2	1	2	⁶ April 24, 1882, increase distance 47.44 miles.
31.02	19,466	6	1	9 1	8 7	1	1	1	
36.50	53,290	14	2	14 2	8 8	1	1	1	
833.35	673,891	7	7	55 12	9 52	10	3	32	⁷ Short run, Sacramento, Benicia, and San Francisco, 89.79 miles.
142	88,892	6	1	17	9	72	1		
			1	24 6	7 2	3	1	3	
			² 1	22 10	6 9				⁸ One reserve car.
92.22	95,778	10	2	18	7	8	1	3	
61.25	-----	-----	² 1	16	6				⁹ One reserve car.
87.56	54,812	6	1	18	8 6	2	1	2	
132.60	82,632	6	1	18	8 4	2	1	¹⁰ 3	¹⁰ One short stop between Pittsburgh and Riemerton.
(¹¹)	416,866	7	5	50 9	9 3	6	2	12	¹¹ Distance (373.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
150.80									¹² Distance (46.85 miles) covered by Cheyenne, Wyo., Brighton and Denver, Colo., Railroad.
(¹²)									
17.76	103,264	6	¹² 3	45	9 2	3	2	6	¹³ One car in reserve.
147.20									
1,035.20	755,696	7	9	60	9	¹⁴ 143	3	25	¹⁴ Between Omaha and Kearney, Nebr.
20.95	65,755	6	1	20 01	9 4	2	1	2	¹⁵ Between Omaha, Nebr., and Ogden, Utah.
84.09			¹⁶ 1	12 1	7 3				¹⁶ Reserve.
100.50	62,600	6	(¹⁷)	-----	-----	2	1	2	¹⁷ Same cars as are used on the Norwich and Middletown R. P. O.
35.50	21,910	6	1	15 7	7 6	1	1	1	
130.81	95,491	7	1	21 7 1	9 4	2	1	2	
39	22,422	6	1	13	7	1	1	1	April 17, 1882, increase distance 4 miles.
91.24	¹⁸ 54,513	6	1	10	8 9	2	1	2	¹⁸ January 10, 1882, increase distance 16.87 miles.
61.69	38,617	6	1	12	6	1	1	1	
419	305,870	7	4	22 3	9	7	1	7	
			1	13	8 11 1				
			1	23 9	9				
			1	7 8	6 10				
			¹⁹ 2	7 8	6 10				¹⁹ Reserve cars.
									See Palestine and Laredo, R. P. O.

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Palmer, Mass., and New London, Conn.	65.47	5009	1	New London, Conn., Palmer, Mass.	New London Northern..
Penn Haven and Mount Carmel, Pa.	46	8011	2	.....	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley Railroad (Mahanoy Division).
Pentwater and Muskegon, Mich.	60	24021	9	.....	New Buffalo, Pentwater, Mich.	Chicago and West Michigan.
Peoria, Ill., and Evansville, Ind.	250.53	23024	6	.....	Peoria, Ill., Evansville, Ind.	Peoria, Decatur and Evansville.
Peoria and Galesburgh, Ill.	54.85	23000	6	.....	Peoria, Galesburgh, Ill...	Chicago, Burlington and Quincy.
Peoria and Jacksonville, Ill.	84.24	23038	6	.....	Peoria, Jacksonville, Ill...	Wabash, Saint Louis and Pacific.
Peterborough, N. H., and Worcester, Mass.	54.54	3058	1	.....	Winchendon, Mass., Peterborough, N. H.	Cheshire.....
Petoskey and Grand Rapids, Mich.	190	24018	9	.....	Worcester, Winchendon, Mass.	Boston, Barre and Gardner.
Phalanx Station and Alliance, Ohio.	25.17	21067	5	.....	Fort Wayne, Ind., Walton, Mich.	Grand Rapids and Indiana.
Philadelphia, Pa., and Atlantic City, N. J.	60	7015	2	.....	Walton, Petoskey, Mich.	.....do.....
Philadelphia, Pa., and Baltimore, Md.	96	10001	2	1	Phalanx Station, Alliance, Ohio.	Alliance and Lake Erie..
Philadelphia, Pa., and Bridgeton, N. J.	39	7051	2	.....	Philadelphia, Pa., Atlantic City, N. J.	Camden and Atlantic....
Philadelphia, Pa., and Cape May, N. J.	82	7041	2	.....	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
		7041	2	.....	Glassborough, Bridgeton, N. J.	West Jersey.....
					Camden, Cape May, N. J.	.....do.....
					.....do.....	.....do.....
Philadelphia, Pa., and Crisfield, Md.	161	9501	2	.....	.....do.....	.....do.....
		9502	..		Wilmington, Delmar, Del.	Philadelphia, Wilmington and Baltimore Railroad (Delaware Division).
		10001	..		Delmar, Del., Crisfield, Md.	Eastern Shore.....
Philadelphia and Harrisburgh, Pa.	105	8001	2	65	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
Philadelphia, Pa., and Port Deposit, Md.	68	8008	2	.....	Philadelphia, Pittsburgh, Pa.	Pennsylvania.....
		8003	..		Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore Railroad (Central Division).
Philadelphia and West Chester, Pa.	27	8003	2	.....	Philadelphia, West Chester, Pa.	.....do.....
		8008	..		.....do.....	.....do.....
Pierce City, Mo., and Fayetteville, Ark.	75.89	28039	7	.....	Chester, Pa., Port Deposit, Md.	.....do.....
Pierce City, Mo., and Vinita, Ind. Ter.	73.50	28003	7	.....	Pierce City, Mo., Winslow, Ark.	Saint Louis and San Francisco.
Pittsburgh, Pa., and Bellairs, Ohio.	94.68	21003	5	.....	Saint Louis, Mo., Vinita, Ind. Ter.	.....do.....
Pittsburgh, Pa., and Chicago, Ill.	468.20	21002	5	69, 73, 68	Pittsburgh, Pa., Bellairs, Ohio.	Pennsylvania.....
					Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
65.47	40,984	6	1 11	10 8 10 5	6 6 6 5	1	1	1	¹ Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Boston, and Willimantic R. P. O.)
46	28,796	6	1	10 6	6	1	1	1	
168.70	37,560	6	1	12 9 10	5 8 6 8	2	1	2	One clerk alternates on Big Rapids and Muskegon route.
250.53	156,831	6	3	19 8	9 2	4	1	4	
54.85	34,336	6	1	19 4	8 11½	1	1	1	
84.24	52,734	6	1	13 6	9 5½	2	1	2	
16.62	34,142	6	1	9	6 3	1	1	1	
37.92	-----	-----	1	8	6 6	-----	-----	-----	
(²)	118,940	6	2	16 9	9	4	1	4	² 118.19 miles of route (Grand Rapids to Walton, Mich.) included in Kalamazoo and Cincinnati R. P. O., 5th division.
71.81	15,756	6	1	9 4	5 4	1	1	1	
60	37,560	6	1	19	6 8	1	1	1	
96	60,096	6	² 1	23 10 24	8 6 8 6	2	1	2	³ 1 reserve car.
20.37	23,162	6	1	9 9	6 3	2	1	2	
(⁴)	51,332	6	1	9 2	8 2	2	1	2	⁴ Covered by Philadelphia and Cape May R. P. O.
82.02	-----	-----	¹ 1 ¹ 1 ¹ 1 ¹ 1	11 9 3 10 9 8	8 4 6 2 6 2 6 2	-----	-----	-----	⁴ reserve cars.
97.02	148,988	9	1	25	8	3	1	⁵ 1	⁵ 1 short stop between Philadelphia and Townsend, Del.
28	-----	-----	1	22 6	8 4	7	1	-----	⁷ Short run between Philadelphia and Wyoming, 77 miles.
(⁶)	-----	-----	¹ 1	22 6	6 10	-----	-----	-----	⁸ 26.08 miles covered by the New York and Washington R. P. O.
(¹⁰)	98,595	9	2	15 10 15 2	9 5 8 8	2 11	1 2	4	⁹ 1 reserve car. ¹⁰ Covered by the New York and Pittsburgh R. P. O. ¹¹ Clerk runs from Philadelphia to Harrisburgh only.
49.77	85,136	12	1	8 8	3 4	2	1	2	
18.13	-----	-----	1	8 10	6 6	-----	-----	-----	
9.35	33,804	12	1	9	7	1	1	1	
(¹²)	-----	-----	-----	-----	-----	-----	-----	-----	¹² 18.13 miles covered by Philadelphia and Port Deposit R. P. O.
75.89	55,399	7	1	22 6	7 4	1	1	1	No agent over remaining 22.11 miles.
75.50	53,655	7	1	20 6	7 1	1	1	1	Balance miles of route shown in Saint Louis, Mo., and Halstead, Kans., R. P. O.
94.68	59,269	6	1	19 8	8 9	2	1	2	
468.20	341,786	7	5	¹² 50	8 4	¹⁴ 2	3	20	¹³ Department pays \$25 per mile per annum for R. P. O. cars on this route. ¹⁴ West division, 4 crews, 3 clerks to crew. ¹⁵ East division, 4 crews, 2 clerks to crew.

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i>	314.02	21032	5	67, 69...	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21014	...	71, 73, 64, 68.	Columbus, Ohio, Cincinnati, Ohio.	.....do
Pittsburgh, Pa., and Crestline, Ohio.	188.70	21002	5	.....	Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Pittsburgh and Fairchance, Pa.	75	8104	2	.....	Southwest Junction, Fairchance, Pa.	Southwest Pennsylvania.
		8001	...	...	Philadelphia, Pittsburgh, Pa.	Pennsylvania
<i>Pittsburgh, Pa., and Saint Louis, Mo.</i>	624.01	21032	5	69, 71...	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21015	...	64, 68...	Columbus, Ohio, Indianapolis, Ind.	.....do
		22002	...	...	Indianapolis, Terre Haute, Ind.,	Terre Haute and Indianapolis.
		22044	...	...	Terre Haute, Ind., East Saint Louis, Ill.	Saint Louis, Vandalia and Terre Haute.
Pittsburgh and Washington, Pa.	31	8055	2	.....	Pittsburgh, Washington, Pa.	Pittsburgh, Cincinnati and Saint Louis, Railroad (Chartiers Division).
		21032	...	...	Columbus, Ohio, Pittsburgh, Pa.	Pittsburgh, Cincinnati and Saint Louis.
Pittsburgh and West Brownsville, Pa.	54	8081	2	.....	Pittsburgh, West Brownsville, Pa.	Pennsylvania Railroad (Pittsburgh, Virginia and Charlestown Division).
Pittsburgh and Wurtemburgh, Pa.	47	8125	2	.....	Allegheny, Wurtemburgh, Pa.	Pittsburgh and Western Railroad (Pittsburgh Division).
Pittsfield, Mass., and Bridgeport, Conn.	110.55	5012	1	.....	Bridgeport, Conn., Pittsfield, Mass.	Housatonic
Pittsfield, N. H., and Lawrence, Mass.	56.41	1004	1	.....	Hooksett, Pittsfield, N. H.	Concord
		1001	...	...	Concord, Nashua, N. H.	.....do
		3063	...	...	Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence.
Pleasant Hill and Carthage, Mo.	111.46	28040	7	.....	Pleasant Hill, Carthage, Mo.	Lexington and Southern Division Missouri Pacific.
Pleasant Hill, Mo., and Cedar Junction, Kans.	46.75	28016	7	.....	Pleasant Hill, Mo., Cedar Junction, Kans.	Atchison, Topeka and Santa Fé.
Plymouth and Concord, N. H.	51.34	1005	1	.....	Concord, N. H., Wells River, Vt.	Boston, Concord and Montreal.
Pollock and Butler, Pa...	27	8086	2	.....	Pollock, Butler, Pa	Pittsburgh and Western Railroad (Parker Division).
Portage and Madison, Wis.	40.73	25023	6	.....	Madison, Portage, Wis...	Chicago, Milwaukee and Saint Paul.
Port Huron, Mich., and Chicago, Ill.	333	24039	9	.....	Port Huron, Mich., Chicago, Ill.	Chicago and Grand Trunk

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	458,460	14	4	60	8 4	24	4	28	¹ Covered by Pittsburgh and Saint Louis R. P. O. 193.86 miles.
(2)						4	3		² Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 3 clerks to crew.
(4)	8,680	6	2	20	8 6	4	1	4	³ Covered by Columbus and Cincinnati R. P. O. 120.16 miles.
44.26	46,950	6	1	12	8 6	1	1	1	⁴ Covered by Pittsburgh and Chicago R. P. O. 188.70 miles.
(5)									⁵ Established June 5, 1882.
193.86	911,054	14	13	60	8 4	8	4	74	⁶ Covered by the New York and Pittsburgh R. P. O.
189.07						5	3		⁷ 8 letter and 5 storage cars.
74.39						5	4		⁸ West division day line, 4 crews, 4 clerks to crew; west division night line, 4 crews, 4 clerks to crew; east division day line, 5 crews, 3 clerks to crew; east division night line, 5 crews, 4 clerks to crew.
166.69									⁹ 2 porters running between Pittsburgh and Columbus; 1 porter running between Pittsburgh and Dennison; 2 porters running between Newark and Columbus; 2 porters running between Cambridge City, Ind., and Brazil, Ind.
23.71	38,812	12	1	15 10 12	6 10 8 5	1	1	1	
(10)									¹⁰ 8 miles covered by Pittsburgh and Saint Louis R. P. O., 5th division.
54.36	33,804	6	2	15	8 8	1	1	1	
47.10	29,422	6	1	7 2	7 2	1	1	1	
110.55	138,408	12	3 12	16 6 6	6 7 6	2 3	1 1	115	¹¹ 2 clerks double the road every day, and have every other week off; the other 3 clerks run one way a day.
20.35	35,312	6	1	10	6 10	1	1	12	¹² Reserve car.
(14)			1	7	4 6				¹³ One clerk as a relief; also relieves Concord and Claremont, Plymouth and Concord, Portsmouth and Manchester, and Manchester and Peterborough clerks.
(15)			1	10 2	6 6				¹⁴ Covered by Saint Albans and Boston R. P. O. 9 miles.
111.46	81,365	7	1	13	8 6	2	1	2	¹⁵ Covered by Lawrence and Boston R. P. O. 27.06 miles.
46.75	29,265	6	1	10	8	1	1	1	¹⁶ Reserve car.
(17)	32,138	6	1	10	6 9	1	1	1	¹⁷ Covered by Lawrence and Boston R. P. O. 51.34 miles.
27	33,804	12	1	9 1	4 6 5 1	1	1	1	¹⁸ Reserve car. This clerk is relieved once in six weeks. (See column of remarks.)
40.73	25,496	6	1	13 2	7 4	1	1	1	¹⁹ Pittsfield and Lawrence R. P. O.
233	208,458	6	2	20	7 6	6	1	6	Clerks divide on Battle Creek, Mich.; 3 clerks to each division.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mail.	Contract designation, termini of route.	Corporate title of company.
Port Huron and Detroit, Mich.	64.85	24028	9	.....	Detroit, Port Huron, Mich.	Grand Trunk
Port Jefferson and Hicksville, N. Y.	36	6046	2	.....	Hicksville, Port Jefferson, N. Y.	Long Island
Port Jervis and New York, N. Y.	87	6001	2	.....	New York, Dunkirk, N. Y.	New York, Lake Erie and Western.
<i>Portland, Me., and Boston, Mass.</i>	116.33	3011	1	1, 8....	Boston, Mass., Portland, Me.	Boston and Maine
Portland and Fryeburgh, Me.	49	10	1	.....	Portland, Me., South Lunenburg, Vt.	Portland and Ogdensburg.
Portland, Me., and Gorham, N. H.	91.87	7	1	.....	Portland, Me., Canada Line.	Grand Trunk
Portland, Me., and Island Pond, Vt.	149.71	7	1	.....	do	do
Portland, Me., and Rochester, N. H.	55	8	1	.....	Portland, Me., Rochester, N. H.	Portland and Rochester..
Portland, Me., and Swanton, Vt.	232	10	1	.....	Portland, Me., South Lunenburg, Vt.	Portland and Ogdensburg.
		2011	..		Lunenburg Junction, Swanton, Vt.	Saint Johnsbury and Lake Champlain.
Portland, Me., and Worcester, Mass.	150.76	3066	1	.....	Worcester, Mass., Portland, Me.	Worcester and Nashua ..
		1012	..		Nashua, Rochester, N. H.	do
		8	..		Portland, Me., Rochester, N. H.	Portland and Rochester..
Portland and Corvallis, Oreg.	97	44002	8	.....	Portland, Corvallis	Oregon and California ...
Portland and Roseburgh, Oreg.	200	44001	8	.....	Portland, Roseburgh	do
Portsmouth and Manchester, N. H.	41.40	1002	1	.....	Concord, Portsmouth, N. H.	Concord
Postville and Cedar Rapids, Iowa.	99.80	27002	6	.....	Cedar Rapids, Postville, Iowa.	Burlington, Cedar Rapids and Northern.
Pottsville and Philadelphia, Pa.	93	8002	2	.....	Philadelphia, Pottsville, Pa.	Philadelphia and Reading.
Pottsville, Tamaqua, and Herndon, Pa.	81	8013	2	.....	Pottsville, Herndon, Pa..	Philadelphia and Reading. (Mahanoy and Shamokin Branch.)
Powers and Florence, Mich.	42.39	24032	6	.....	Powers, Crystal Falls, Mich.	Chicago and Northwestern.
Providence, R. I., and New London, Conn.	62.10	4002	1	.....	Providence, R. I., Groton, Conn.	New York, Providence and Boston.
Providence and Pascoag, R. I.	23.15	4006	1	.....	Providence, Pascoag, R. I.	Providence and Springfield.
Providence, R. I., and Willimantic, Conn.	58.50	5007	1	.....	Hopewell Junction, N. Y., Providence, R. I.	New York and New England.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
64.85	40,596	6	1 ¹¹	23	5 8	2	1	2	¹ Held in reserve. One clerk alternates on Detroit and Toledo route.
36.50	22,536	9	1	15	7 6	1	1	1	
			1	12 9	5 10				
87	54,462	6	1	15 3	8 4				
			1	16 6	6 10	1	1	1	
116.33	145,645	12	1 ²	25 4	9	2	2	¹⁰	² On the a. m. run from Boston there are 2 clerks to a crew; on the a. m. run from Portland there are 2 clerks to a crew. ³ One of these cars is a reserve car.
(⁴)	30,674	6	1	13	6 7	1	1	1	
(⁵)	57,510	6	2 ¹	17 6	6 6	1	1	1	⁴ Covered by Portland and Swanton R. P. O.; 49 miles. ⁵ Covered by Portland and Island Pond R. P. O.; 91.87 miles. ⁶ Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks North Anson and Lewiston R. P. O.)
			1	20	6 6				
140.71	93,718	6	1 ⁷	19 6	6 6	4	1	4	⁷ Reserve car. ⁸ Covered by Portland and Worcester R. P. O.; 55 miles. ⁹ This clerk runs from Rochester to Portland with the Portland and Worcester clerk, as an assistant. (See column of remarks Portland and Worcester R. P. O.)
(⁹)	17,215	⁸	1	17 6	6 6	1	1	1	
			1	20	6 6				
			1	15 9	9				
			1	16 3	9				
114	145,232	6	2	13 6	6 7	4	1	4	
118	-----	-----	¹⁰	9 10	6 9				¹⁰ Reserve car.
46.93	94,375	6	1	16	9	3	2	6	The Portland and Rochester clerk runs from Rochester to Portland with this clerk as an assistant.
48.83	-----	-----	1	18	7				
55	-----	-----							
97	60,722	6	3	10	8 10	2	1	2	
200	125,200	6	3	20 5 ¹	8 10 ⁴	3	1	3	
41.40	51,832	12	1 ¹²	14	6 7	2	1	¹²	¹¹ One of the clerks runs from Concord to Portsmouth, N. H., and is relieved once in 6 weeks. (See column of remarks Pittsfield and Lawrence R. P. O.) The other clerk runs from Portsmouth to Manchester, N. H., and has no relief. ¹² Reserve car.
			1	10	6 9				
			¹³	12 2	6 9				
90.80	62,474	6	1 ¹³	12	9 4	2	1	2	¹³ Reserve. ¹⁴ Reserve cars. ¹⁵ 1 clerk on "lay off."
92.64	174,654	18	¹⁴	11	7 6				
			¹⁵	14 4	8 4	1	2	¹⁴	
80.95	88,266	10 ¹	1	6 2	6 6 ¹	2	1	2	
			1	12 6	8 8 ¹				
			1	12 10	8 8				
			¹⁶	8 2	6 2				
42.39	30,944	7	1	13 6	7 7	1	1	1	¹⁶ Reserve car.
(¹⁷)	40,189	12	1	15 5	6 3	2	1	¹⁷	¹⁷ Covered by Boston, Providence and New York R. P. O.; 62.10 miles. ¹⁸ Relief clerk for one run; also relieves Hartford, Saybrook and New London, and New Haven clerks. The other clerk is relieved once in 4 weeks. (See column of remarks Boston and Providence R. P. O.) ¹⁹ One relief clerk; also relieves 2 clerks on Lowell and Mansfield route. ²⁰ One of these cars is held as a reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Worcester and Providence R. P. O.)
			1	16	6 9				
22.15	28,983	12	1	6 4	5 2	1	1	¹⁹	
58.50	36,621	6	²⁰	14 3	6 9	1	1	1	

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Pueblo and Durango, Col.	332.38	38001 38004	7	.....	Denver, El Moro, Colo.... Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande.. do
<i>Quincy, Ill., and Kansas City, Mo.</i>	226.78	39002 28005 28010	7	133, 130.	Antonito, Durango, Colo. Quincy, Ill., Saint Joseph, Mo. Kansas City, Cameron, Mo.	do .. Hannibal and Saint Joseph.. do
Quincy, Ill., and Louisiana, Mo.	45.42	23041 23079	6	.....	Quincy, Ill., Hannibal, Mo. Fall Creek, Ill., Louisiana, Mo.	Chicago, Burlington, and Quincy.
Quincy, Ill., and Trenton, Mo.	138.21	28019	7	.....	Quincy, Ill., Trenton, Mo.	Wabash, Saint Louis and Pacific.
Racine, Wis., and Rock Island, Ill.	197.86	25024	6	.....	Racine, Wis., Rock Island, Ill.	Chicago, Milwaukee and Saint Paul.
Raleigh and Hamlet, N. C.	97	13010	3	.....	Raleigh, Hamlet, N. C.	Raleigh and Augusta Air Line.
Reading and Columbia, Pa.	46	8031 8073	2	.....	Columbia, Sinking Springs, Pa. Allentown, Harrisburgh, Pa.	Philadelphia and Reading.. do
Reading, Pa., and Wilmington, Del.	73	8054	2	.....	Wilmington, Del., Reading, Pa.	Wilmington and North-ern.
Red Bank and Bridgeton, N. J.	107	7026 7029 7031	2	.....	Sandy Hook, Pemberton Junction, N. J. Whiting, Atco, N. J. Atsion, Bridgeton, N. J.	New Jersey Southern.. do .. do
Redding and Sacramento, Cal.	169.84	46003 46001	8	.....	Redding, Roseville..... Ogden, San Francisco	Central Pacific..... do
Red Oak and Eastport, Iowa.	51.17	27074	6	.....	Red Oak, Eastport, Iowa.	Chicago, Burlington and Quincy.
Reno and Preston, Minn.	57.67	20032	6	.....	Reno, Preston, Minn.	Chicago, Milwaukee and Saint Paul.
Reno and Virginia City, Nev.	52.20	45001	8	.....	Reno, Virginia City, Nev.	Virginia and Truckee...
Richford, Vt., and Concord, N. H.	191.11	2009 2010 1005	1	.....	Richford, Newport, Vt.. White River Junction, Derby Line, Vt. Concord, N. H., Wells River, Vt.	South Eastern .. Passumpsic..... Boston, Concord and Montreal.
Richford and Saint Albans, Vt.	28.91	2007	1	.....	Saint Albans, Richford, Vt.	Missisquoi.....
Richland and Niagara Falls, N. Y.	183	6034 6038 6016	2	.....	Oswego, Richland, N. Y.. Oswego, Lewiston, N. Y.. Buffalo, Lewiston, N. Y.	Rome, Watertown and Ogdensburgh.. do .. New York Central and Hudson River.
Richland and Syracuse, N. Y.	42	6037	2	.....	Syacuse, Pulaski, N. Y.. Oswego, Richland, N. Y.	Rome, Watertown and Ogdensburgh.. do ..
Richmond and Stanford, Ky.	34.48	20033	5	.....	Richmond, Richmond Junction, Ky.	Louisville and Nashville.
Richmond and Clifton Forge, Va.	193	11005	3	.....	Newport News, Va., Ashland, Ky.	Chesapeake and Ohio ..
<i>Richmond and Danville, Va.</i>	140	11006	3	.....	Richmond, Va., to Charlotte, N. C.	Richmond and Danville..
Richmond, Lynchburgh and Clifton Forge, Va.	230	11023 11027	3	.....	Richmond, Lynchburgh, Va. Clifton Forge, Lynchburgh, Va.	Richmond and Alleghany.. Richmond and Alleghany.
<i>Richmond, Va., and Wilmington, N. C.</i>	250	11008 11009 13002	3, 1, 9, 2, 4. 3 3	Richmond, Petersburg, Va. Petersburgh, Va., Weldon, N. C. Weldon, Wilmington, N. C.	Richmond and Petersburg.. Petersburgh .. Wilmington and Weldon.

RAILWAY POST-OFFICES IN 1882.

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in the United States on June 30, 1882—Continued.

[illegible]

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Rochester and Corning, N. Y.	94	6005	2	83, 82...	Rochester, Avon, N. Y...	New York, Lake Erie and Western.
		6007			Attica, Corning, N. Y...	New York, Lake Erie and Western Railroad (Rochester Division).
Rochester and Niagara Falls, N. Y.	76	6018	2	.....	Rochester, Niagara Falls, N. Y.	New York Central and Hudson River Railroad (Rochester and Niagara Falls Division).
Rochester and Salamanca, N. Y.	109	6102	2	.....	Rochester, Salamanca, N. Y.	Rochester and Pittsburgh
Rock Island and Peoria, Ill.	91. 68	23040	6	.....	Peoria, Rock Island, Ill..	Rock Island and Peoria..
Rock Island, Ill., and Saint Louis, Mo.	248. 32	23005	6	.....	Sterling, East Saint Louis, Ill.	Chicago, Burlington and Quincy.
Rock Island and Tullahoma, Tenn.	48. 62	19013	5	.....	Rock Island, Tullahoma, Tenn.	Nashville, Chattanooga and Saint Louis.
Rockland and Brunswick, Me.	58	15	1	.....	Woolwich, Rockland, Me	Knox and Lincoln
		11			Brunswick, Bath, Me....	Maine Central
Rogersville and Bull's Gap, Tenn.	16. 40	19003	5	.....	Rogersville, Bull's Gap, Tenn.	Rogersville and Jefferson.
Rondout and Goshen, N. Y.	45	6009	2	.....	Goshen, Montgomery, N. Y.	New York, Lake Erie and Western Railroad (Montgomery Branch).
		6083			Montgomery, Rondout, N. Y.	Wahkill Valley
Rondout and Stamford, N. Y.	73	6073	2	.....	Rondout, Stamford, N. Y.	Ulster and Delaware.....
Rouse's Point and Albany, N. Y.	215	6026	2	.....	Albany, Moore's, N. Y...	Delaware and Hudson Canal Company Railroad (Hudson Canal Division).
		6033			West Chazy, Rouse's Point, N. Y.	.....do
		6098			Whitehall, Castleton, N. Y.	.....do
		6024			Eagle Bridge, N. Y., Rutland, Vt.	.....do
Rutland, Vt., and Hoosick Junction, N. Y.	59. 85	2015	1	.....	Rutland, Bennington, Vt.	Bennington and Rutland.
		2018			North Bennington, Vt., State Line.	.....do
		6116			North Hoosac Junction, N. Y., State Line.	Troy and Bennington (branch Troy and Boston.)
Rutland, Vt., and Troy, N. Y.	94	6024	2	.....	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Canal Company (Saratoga and Champlain Division.)
		6107			Mechanicsville, Eagle Bridge, N. Y.	Boston, Hoosac Tunnel and Western.
		6026			Albany, Moore's, N. Y...	Delaware and Hudson Canal Company (Saratoga and Champlain Division.)
Sacramento and San Francisco, Cal.	139. 67	46028	8	.....	Sacramento, San Francisco, Cal.	Central Pacific
Sag Harbor and New York, N. Y.	100	6093	2	.....	Long Island City, Sag Harbor, N. Y.	Long Island
Salamanca, N. Y., and Kent, Ohio.	197. 31	21034	5	.....	Salamanca, N. Y., Dayton, Ohio.	New York, Pennsylvania and Ohio.
Salida and Gunnison, Colo.	75. 75	38012	7	.....	Salida, Gunnison, Colo...	Denver and Rio Grande..
Salina and McPherson, Kans.	36. 47	33028	7	.....	Salina, McPherson, Kans	Kansas Division Union Pacific.
Salisbury and Asheville, N. C.	145	13006	3	.....	Salisbury, Warm Springs, N. C.	Western North Carolina.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.		Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
					Length, feet and inches.	Width, feet and inches.					
18 76	58,844	6	1		12 8	9	2	1	2		
76	47,576	6	¹¹ ₁₁		34 21	8 4 8 4	2	1	2		¹ Part mail apartment and part baggage cars.
108.92	68,234	6	¹ ₁₁ ² ₁₁		14 11 8 3	7 7 6 10	2	1	2		² Three reserve cars.
91.68	57,391	6	¹ ₁₁ ¹ ₁₁		11 11 11 11	9 7	2	1	2		² Reserve.
248.32	155,448	6	² ₁₁ ¹ ₁₁		18 7 11 4	8 9 9 4	4	1	4		⁴ Reserve.
48.02	²⁷ 668	6	¹ ₁		11 4 8 1	9 4 6 3	1	1	1		² Nov. 1, 1881, increase distance 18.18 miles.
48.86	72,616	12	2		12	6 8	3	1	3		² Reserve car.
9.14			¹ ₁ ¹ ₁		16 15 2 6	6 7 7 5					
16.40	10,266	6	1		9	7	1	1	1		
10.25	28,170	6	1		9	7	1	1	1		
34.46			1		18	7 6					
73.30	45,698	6	⁷² ₇₁ ³ ₃		16 8 7 21	6 6 6 3 7	2	1	2		⁷ Two reserve cars.
176.59	134,590	6					2 2 1		2 2 1	6	
14.78											
13.71											
10.83											
52.82	37,466	6	1		16	6 11	1	1	1		
1.99											
5.04											
62.87	58,848	6	1		12 6	6 6	2	1	2		
20.44			¹ ₁		11 11	7 2					² One reserve car.
(⁹)											² Covered by Rouse's Point and Albany R. P. O., 10.69 miles.
139.67	101,969	7	2		21 6	8 9	3	1	3		
100.50	85,762	8 ¹ ₁	2		12 4 10 6 14 10	6 5 8 6 6	3	1	3		
197.31	134,080	7	3		28 6	9	4	1	4		
75.75	55,297	7	2		19 6	7 4	2	1	2		
36.47	26,623	7	1		14 9	8	1	1	1		
1.45	90,770	6	¹ ₂		13 20	8 8 6	2	1	2		

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of trains on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Salt Lake and Juab, Utah.	105.00	41001	8	.....	Ogden, Frisco	Utah Central
San Antonio and Laredo, Tex.	.....	.....	7	.....	.....	.....
San Antonio and Uvalde, Tex.	.....	31002	7	.....	.....	.....
Sand Beach and Port Huron, Mich.	71.70	24042	9	.....	Port Huron, Sand Beach, Mich.	Port Huron and North-western.
Sandusky, Ohio, and Bloomington, Ill.	381.89	21020	5	.....	Sandusky, Ohio, Bloomington, Ill.	Lake Erie and Western
Sandusky and Cincinnati, Ohio.	211.35	21012	5	.....	Sandusky, Springfield, Ohio.	Indiana, Bloomington and Western Ohio Division.
	.....	21042	.....	.....	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Sandusky and Newark, Ohio, and Wheeling, W. Va.	224.38	21010	5	50, 55	Sandusky, Newark, Ohio.	Baltimore and Ohio
	.....	21001	.....	.....	Bellaire, Columbus, Ohio.	..... do
	.....	10003	.....	.....	Baltimore, Md., Wheeling, W. Va.	..... do
San Francisco and Los Angeles, Cal.	482.20	46001	8	113, 112.	Ogden, San Francisco	Central Pacific
	.....	46032	8	.....	Port Costa, Lathrop	..... do
	.....	46010	.....	.....	Lathrop, Goshen	..... do
	.....	46014	.....	.....	Huron, Yuma	Southern Pacific
San Francisco and Santa Cruz, Cal.	79.81	46031	.....	.....	San Francisco, Santa Cruz.	South Pacific Coast
San Francisco and Soledad, Cal.	142.90	46002	8	.....	San Francisco, Soledad	Southern Pacific
Santa Fé and Lamy (n. o.), N. Mex.	18.63	39001	7	.....	Lamy Station, Santa Fé, N. Mex.	Atchison, Topeka and Santa Fé.
Savannah and Millen, Ga.	79.00	15010	4	.....	Savannah, Macon, Ga.	Central Railroad and Banking Company, Ga.
Scranton and Northumberland, Pa.	80	8017	2	.....	Scranton, Northumberland, Pa.	Delaware, Lackawanna and Western (Bloom-burgh Division).
Seaford, Del., and Cambridge, Md.	33	10008	2	.....	Cambridge, Md., Seaford, Del.	Dorchester and Delaware.
Sedalia and Lexington, Mo.	56.23	28017	7	.....	Sedalia, Lexington, Mo.	Lexington Branch Missouri Pacific.
Sedalia, Mo., and Parsons, Kans.	158.70	28011	7	.....	Sedalia, Mo., Denison City, Tex.	Kansas and Texas Division Missouri Pacific.
Selma and Greensborough, Ala.	56	17006	4	.....	Selma, Greensborough, Ala.	Cincinnati, Selma and Mobile.
Selma, Ala., and Meridian, Miss.	114.15	17009	4	33, 36	Selma, Ala., Meridian, Miss.	East Tennessee, Virginia and Georgia.
	.....	18004	.....	.....	Mobile, Ala., Cairo, Ill.	Mobile and Ohio
Selma and Pine Apple, Ala.	51.06	17017	4	.....	Selma, Pine Apple, Ala.	Pensacola and Selma
Shabbona and Rock Falls, Ill.	47.46	23014	6	.....	Rock Falls, Shabbona, Ill.	Chicago, Burlington and Quincy.
Sheboygan and Princeton, Wis.	78.79	25019	6	.....	Sheboygan, Princeton, Wis.	Chicago and Northwestern.
Shingle Springs and Sacramento, Cal.	23.25	46004	8	.....	Sacramento, Folsom	Placerville and Sacramento Valley.
Shreveport, La., and Marshall, Tex.	37.90	31009	7	.....	Shreveport, La., El Paso, Tex.	Texas and Pacific
Sioux City and Missouri Valley, Iowa.	76.18	27029	6	.....	Missouri Valley, Sioux City, Iowa.	Sioux City and Pacific
Sioux City, Iowa, and Omaha, Nebr.	127.61	34003	6	.....	Omaha, Covington, Nebr.	Chicago, Saint Paul, Minneapolis and Omaha.
Sioux City, Iowa, and Yankton, Dak.	61.71	35001	6	.....	Sioux City Iowa, Yankton, Dak.	Chicago, Milwaukee and Saint Paul.

in the United States on June 30, 1892—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
105	76,650	7	2	15.	9	2	1	2	
									See Palestine and Laredo R. A.
									See Houston and Uvalde R. A.
71.70	44,884	6	1	8 6	5 8	1	1	1	
281.89	239,068	6	2	14	7 8	7	1	7	This line is divided at Muncie, Ind.
181.85	182,305	6	2	12	7 4	4	1	4	
				16	9				
(¹)									¹ Covered by Cleveland and Cincinnati R. P. O., 80 miles.
116.88	163,797	7	3	21	9	4	1	4	
(²)									² Covered by Grafton and Chicago R. P. O., 103.50 miles.
(³)									³ Covered by line of Third Division, 4 miles.
(⁴)	352,005	7	8	55 1 $\frac{1}{2}$	9 5 $\frac{1}{2}$	7	1	7	⁴ "Miles of route" (32.17) covered by route 46001, Ogden and San Francisco R. P. O.
62.17									⁴ 40-foot cars authorized by the department.
146.30									
241.56									
79.81	49,961	6	1	8	7 6	1	1	1	
142.90	104,317	7	3	17	9	3	1	3	
18.63	27,199	14				1	1	1	
79	49,454	6	(⁵)			1	1	1	⁵ Cars on this route run over Augusta and Macon R. P. O.
80	50,080	6	1	16 2	8 6	1	2	2	⁷ One reserve car.
			⁷ 1	15 5	8 2				
33.63	20,658	6	1	11 8	8 7	1	1	1	
56.23	35,199	6	1	10 8	7 3	1	1	1	
(⁸)	115,851	7	3	16 3	8 6	2	2	4	⁸ 158.70 miles of route included in Hannibal and Denison R. P. O.
56	35,056	6	1	8 5	6 6	1	1	1	Hannibal and Denison R. P. O. and Sedalia and Parsons R. P. O. each run over that portion of route 28011 between Sedalia, Mo., and Parsons.
96.85	88,329	7	1	17 2	8 2	2	1	2	⁹ Distance taken from railroad time table.
(¹⁰)									¹⁰ Eighteen three-tenths (18.30) miles covered by Corinth and Meridian, Miss., R. P. O.
51.06	21,240	4	1	7 10	3 5	1	1	1	
47.46	29,709	6	1	6 10	6 3	1	1	1	
78.79	49,322	6	1	10	7	2	1	2	
23.25	14,554	6	1	6 6	6	1	1	1	
37.90	23,725	6	2	17 2	9 1 $\frac{1}{2}$	1	1	1	
76.18	47,688	6	1	17 9	9 8	2	1	2	¹¹ Reserve.
			¹¹ 1	13 9	9 3				
127.61	79,883	6	¹² 2	11 0	8 4	2	1	2	¹² One car in reserve.
			¹² 1	12	9 3				
61.71	38,630	6	1	20 2	9 4	1	1	1	¹³ Reserve.
			¹³ 1	11 8	8 6				

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Sioux Falls, Dak., and Sioux City, Iowa.	91.14	27034	6	.....	Sioux City, Iowa, Sioux Falls, Dak.	Chicago, Milwaukee and Saint Paul.
Skowhegan and Portland, Me.	102.56	5	1	.....	Portland, Skowhegan, Me.	Maine Central
Slatington and Reading, Pa.	44	8089	2	.....	Reading, Slatington, Pa.	Schuylkill and Lehigh ..
Sleepy Eye, Minn., and Watertown, Dak.	140.32	26014	6	.....	Saint Peter, Minn., Watertown, Dak.	Winona and Saint Peter ..
Smithville and Blakely, Ga.	74.13	15039	4	.....	Smithville, Albany, Ga.	Southwestern
Sodus Point and Stanley, N. Y.	34	15040	2	.....	Albany, Blakely, Ga.	do
South Amboy, N. J., and Philadelphia, Pa.	68	6090	2	.....	Sodus Point, Gorham Station, N. Y.	Ontario Southern
		7005	2	.....	Camden, Monmouth Junction, N. J.	Pennsylvania (Amboy Division).
		7047	1	.....	Jamesburgh, South Amboy, N. J.	do
South Londonderry and Brattleborough, Vt.	36.15	2016	1	.....	Brattleborough, South Londonderry, Vt.	Central Vermont
South Lyon, Mich., and Toledo, Ohio.	61.91	24020	9	.....	Toledo, Ohio, South Lyon, Mich.	Toledo, Ann Arbor and Grand Trunk.
Sparta and Viroqua, Wis.	35.90	25034	6	.....	Sparta, Viroqua, Wis.	Chicago, Milwaukee and Saint Paul.
Springfield and Jerseyville, Ill.	72.29	21019	6	.....	Toledo, Ohio, Quincy, Ill.	Wabash, Saint Louis and Pacific.
		23083	1	.....	Loram, Jerseyville, Ill.	do
Springfield and Jackson, Ohio.	109.98	21058	5	.....	Springfield, Jackson, Ohio	Springfield Southern
Springfield, Mo., and Halstead, Kans.				.....	
Springfield, Mo., and Fort Scott, Kans.	203.99	28036	7	.....	Fort Scott, Kans., Springfield, Mo.	Kansas City, Fort Scott and Gulf.
		33008	1	.....	Kansas City, Joplin, Mo.	do
Statesville and Charlotte, N. C.	48	13009	3	.....	Charlotte, Statesville, N. C.	Atlantic, Tennessee and Ohio.
Sterling and Rock Island, Ill.	52.80	23005	6	.....	Sterling, East Saint Louis, Ill.	Chicago, Burlington and Quincy.
Stevens' Point and Portage, Wis.	73.35	25015	6	.....	Stevens Point, Portage, Wis.	Wisconsin Central
Stoneborough and New Castle, Pa.	36	8096	2	.....	New Castle, Stoneborough, Pa.	Oil City and Chicago
Stony Point and New York, N. Y.	43	7024	2	.....	Jersey City, N. J., Stony Point, N. Y.	New Jersey and New York.
Streator and Strawn, Ill.	40.78	23043	6	.....	Streator, Altamont, Ill.	Wabash, Saint Louis and Pacific.
Saint Albans, Vt., and Boston, Mass.	267.21	3016	1	.....	Boston, Lowell, Mass.	Boston, Lowell and Concord.
		3073	1	.....	Lowell, Mass., Nashua, N. H.	do
		1001	1	.....	Concord, Nashua, N. H.	Concord
		1008	1	.....	Concord, N. H., White River Junction, Vt.	Northern
		2002	1	.....	Windsor, Essex Junction, Vt.	Central Vermont
		2001	1	.....	Burlington, Vt., Rouse's Point, N. Y.	do
Saint Albans, Vt., and Ogdensburgh, N. Y.	142	6053	2	.....	Rouse's Point, Ogdensburgh, N. Y.	Ogdensburgh and Lake Champlain.
		2001	1	.....	Burlington, Vt., Rouse's Point, N. Y.	Central Vermont
Saint Joseph and Albany, Mo.	51.92	28037	7	.....	Saint Joseph, Albany, Mo.	Saint Joseph and Des Moines.
Saint Joseph, Mo., and Grand Island, Nebr.	251.40	33007	7	.....	Elwood, Kans., Grand Island, Nebr.	Union Division Union Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
91.14	57,053	6	1	13	7 3	2	1	2	¹ Reserve car. All parts of cars. The North Anson and Lewiston clerk runs from West Waterville to Lewiston and return as an assistant to Skowhegan and Portland clerk. The Farmington and Lewiston clerk runs from Lewiston to Portland and return, as an assistant to Skowhegan and Portland clerk.
102.56	64,202	6	1	40	8 8	3	1	3	
			1	39	8 8				
			1	40 7	8 9				
43.73	27,544	6	1	8	6 8	1	1	1	
140.32	87,840	6	1	14 4	7 5	3	1	3	
			1	11 11	7 1				
24.07	46,405	6	1	8 7	8 8	1	1	1	
50.06			1	14 3	8 3				
34	21,284	6	1	7 4	6 10	1	1	1	
53.56	42,568	6	² 2	8	6	1	1	1	² One reserve car.
14.90			1	11	8				
38.15	22,629	6	1	10	5 1	1	1	1	³ Reserve car.
			¹ 1	8 6	5 6				
61.91	38,755	6	1	10 6	7	1	1	1	
35.90	22,473	6	1	11	7 7	1	1	1	
(⁴)	45,253	6	1	20	9 4	1	1	1	⁴ Distance (16.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.
55.79									
109.98	68,847	6	2	14	7	2	1	2	
									See Saint Louis, Mo., and Halstead, Kans., R. P. O.
105.19	127,897	6	1	18 1 1	8 9 1	3	1	3	⁵ 98.80 miles of route included in Kansas City, Mo., and Joplin R. P. O. These clerks run as helpers on Kansas City and Joplin R. P. O., between Fort Scott, Kans., and Kansas City, Mo.
(⁵)									
.48	30,048	6	2	20	9 1	1	1	1	
52.80	33,052	6	1	10 8	6 7	1	1	1	
73.30	45,885	6	1	15 2	7 7	1	1	1	⁶ Reserve car.
			¹ 1	11 9 1	6 9 1				
38.49	22,536	6	1	5 9	8 10	1	1	1	
42.81	26,918	6	2	8 6	6 0	1	1	1	
40.78	25,528	6	1	11 5	6 7	1	1	1	
28.02	334,546	12	1	42	9	8	2	16	
14.77			¹ 1	34 2	6 9				⁷ Parts of cars.
38.28			¹ 1	24 10	7 4				
69.64			1	41 6	8 8				
96			¹ 1	27	5				⁸ Reserve cars. Parts of cars.
24.50			¹ 1	27 4	7 2				
11	88,892	6	2	13 4	6 10	3	1	3	
(⁶)			¹ 1	14 0	6 6				⁹ 23 miles covered by Burlington and Rouse's Point R. P. O., First division.
51.92	82,501	6	2	6 5	5 11	1	1	1	¹⁰ One reserve car.
251.40	183,522	7	2	20	9 4	4	1	4	
			1	12	9 4				

TABLE A'.—Statement of railway post-offices in operation

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<i>Saint Louis, Mo., and Atchison, Kans.</i>	1282 247.75	28001	7	Saint Louis, Mo., Atchison, Kans.	Missouri Pacific
<i>Saint Louis, Mo., and Cairo, Ill.</i>	154.80	23053	6	115, 118	East Saint Louis, Cairo, Ill.	Saint Louis and Cairo....
<i>Saint Louis, Mo., and Columbus, Ky.</i>	198.35	28002	7	.....	Saint Louis, Bismarck, Mo.	Saint Louis, I. M. and Southern.
		28034			Bismarck, Mo., Columbus, Ky.	.....do
<i>Saint Louis, Mo., and El Dorado, Ill.</i>	121.52	23030	6	.....	East Saint Louis, El Dorado, Ill.	Saint Louis, Alton and Terra Haute.
<i>Saint Louis, Mo., and Halstead, Kan.</i>	533.70	28003	7	.....	Saint Louis, Mo., Vinita, Ind. Ter.	Saint Louis and San Francisco.
		28020			Pierce City, Mo., Halstead, Kans.	.....do
<i>Saint Louis and Kansas City, Mo.</i>	.....	.....	7	.....	.....	.....
<i>Saint Louis, Mo., and Little Rock, Ark.</i>	.....	.....	7	.....	.....	.....
<i>Saint Louis, Louisiana, and Kansas City, Mo.</i>	323.92	23018	7	133, 130.	Bloomington, East Saint Louis, Ill.	Chicago and Alton
		28022			Roodhouse, Ill., Mexico, Mo.	.....do
		28038			Mexico, Kansas City, Mo.	.....do
<i>Saint Louis, Moberly, and Kansas City, Mo.</i>	278.10	28004	7	.....	Saint Louis, Kansas City, Mo.	Wabash, Saint Louis and Pacific.
<i>Saint Louis and Springfield, Mo.</i>	.....	.....	7	.....	.....	.....
<i>Saint Louis and Springfield, Mo.</i>	240	28003	7	.....	Saint Louis, Mo., Vinita, Ind. Ter.	Saint Louis and San Francisco.
<i>Saint Louis, Mo., and Tezarkana, Ark.</i>	492.24	28002	7	128, 129.	Saint Louis, Bismarck, Mo.	Saint Louis, I. M. and Southern.
		28026			Bismarck, Mo., Texarkana, Ark.	.....do
<i>Saint Paul, Minn., and Elroy, Wis.</i>	198.40	25030	6	.....	Elroy, Wis., Saint Paul, Minn.	Chicago, Saint Paul, Minneapolis and Omaha.
<i>Saint Paul, Minn., and Fargo, Dak.</i>	275.76	26003	6	151, 152.	Saint Paul, Sank Rapids, Minn.	Saint Paul, Minneapolis and Manitoba.
		26002			Sauk Rapids, Brainerd, Minn.	Northern Pacific
		26001			Duluth, Glendive, Minn.	.....do
<i>Saint Paul, Minn., and Sioux City, Iowa.</i>	270.97	26025	6	.....	Saint Paul, Saint James, Minn.	Chicago, Saint Paul, Minneapolis and Omaha.
		26026			Saint James, Minn., Sioux City, Iowa.	.....do

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
329.75.	441,611	14	5	60	9 3	8	4	41	¹ East Division. Eight short stops.
-----	-----	6	² 1	60	9 3	1	1	-----	² West Division. Line divided at Kansas City, the Saint Louis and Kansas City R. P. O. forming the East Division, and the Kansas City and Atchison R. P. O. forming the West Division.
154.80	96,904	6	⁴ 4	11 2	6 2	3	1	3	³ Reserve car. ⁴ Two cars in reserve.
(⁵) 124,167	-----	6	2	13 6	9 4	3	1	3	⁵ 77.03 miles of route included in Saint Louis and Texarkana R. P. O.
121.32	-----	-----	-----	-----	-----	-----	-----	-----	-----
121.52	76,071	6	⁶ 1	16 6	9	3	1	3	⁶ Between Saint Louis, Mo., and Duquoin, Ill.
-----	-----	-----	⁷ 1	18 6	9 6	-----	-----	-----	⁷ Reserve.
290.75	389,601	7	⁸ 1	8	3	-----	-----	-----	⁸ Between Duquoin and Eldorado, Ill.
242.95	-----	-----	5	50	9	9	1	⁹ 12	⁹ Three short stops.
-----	-----	-----	-----	-----	-----	-----	-----	-----	Line divided at North Springfield, Mo., the Saint Louis and Springfield R. P. O. forming the East Division and the Springfield and Halstead R. P. O. forming the West Division. The Saint Louis and Springfield clerk also runs over this line. See that R. P. O. See Saint Louis, Mo., and Atchison, Kans., R. P. O.
-----	-----	-----	-----	-----	-----	-----	-----	-----	See Saint Louis, Mo., and Texarkana, Ark., R. P. O.
¹⁰ 69.40	236,461	7	1	25 2 ¹	9 2 ¹	4	1	¹¹ 5	¹⁰ Balance miles of route shown in Sixth Division report. ¹¹ One short stop.
89.83	-----	-----	1	25	9	-----	-----	-----	-----
164.69	-----	-----	-----	-----	-----	-----	-----	-----	-----
278.10	203,013	7	5	25 7 ¹	7 7 ¹	4	1	¹² 5	¹² One short stop.
-----	-----	-----	¹³ 1	24 6	9 2 ¹	-----	-----	-----	¹³ Reserve car.
-----	-----	-----	¹³ 1	25 7 ¹	7 7 ¹	-----	-----	-----	Do.
-----	-----	-----	-----	-----	-----	-----	-----	-----	See Saint Louis, Mo., and Halstead, Kans., R. P. O.
(¹⁴) 150,240	-----	6	2	22 6	7 4	-----	-----	-----	¹⁴ 240 miles of route included in Saint Louis, Mo., Halstead, Kans., R. P. O., which also runs over this distance.
-----	-----	-----	1	21 4	7	-----	-----	-----	-----
77.03	359,335	7	1	20 4	7 8	-----	-----	-----	-----
-----	-----	-----	5	49 4	9 4	¹⁵ 5	3	¹⁶ 23	¹⁵ On North Division. ¹⁶ Two short stops.
415.21	-----	-----	-----	-----	-----	¹⁷ 3	2	-----	¹⁷ On South Division. Line divided at Little Rock, the Saint Louis and Little Rock R. P. O. forming the North Division, and the Little Rock and Texarkana R. P. O. forming the South Division.
198.40	124,192	6	1	39 2	8 10	4	1	¹⁸ 5	¹⁸ One short stop between Elroy and Hudson, Wis.
-----	-----	-----	1	34 3	9 5	-----	-----	-----	-----
¹⁹ 2.00	172,625	6	¹⁹ 1	33 11	9 2	-----	-----	-----	¹⁹ Reserve car.
-----	-----	-----	1	21 10	8 11	4	1	4	²⁰ Balance of distance (74.30 miles) covered by Saint Vincent and Saint Paul (Minn.) R. A.
60.96	-----	-----	1	19 5	8 6 ¹	-----	-----	-----	-----
138.50	-----	-----	-----	-----	-----	-----	-----	-----	-----
122.53	169,627	6	²¹ 2	21 10	9 3	6	1	²² 7	²¹ One of these cars in reserve. ²² One short stop between Alton and Sioux City, Iowa.
148.44	-----	-----	1	22 9	9 4	-----	-----	-----	-----
-----	-----	-----	1	21 7	9 4	-----	-----	-----	-----

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Saint Vincent and Saint Paul, Minn.	394.28	26005	6	.....	Breckinridge, Saint Vincent, Minn.	Saint Paul, Minneapolis and Manitoba.
		26004	.....	.....	East Saint Cloud, Barnesville, Minn.	do
		26003	.....	.....	Saint Paul, Sank Rapids, Minn.	do
Sumner and Hampton, Iowa.	62.90	27051	6	.....	Sumner, Hampton, Iowa	Dubuque and Dakota
Sunbury and Lewistown, Pa.	50.00	8108	2	.....	Lewistown, Selin's Grove Junction, Pa.	Pennsylvania
Switz City and Bedford, Ind.	41.29	22036	5	.....	Sunbury, Erie, Pa.	Northern Central
Switz City, Ind., and Effingham, Ill.	91.00	23026	6	.....	Switz City, Bedford, Ind.	Bedford, Springfield, Owensburgh & Bloomfield.
Syracuse, Auburn, and Rochester, N. Y.	104.00	6013	2	.....	Effingham, Ill., Switz City, Ind.	Spring, Effingham, and S. E. and Bloomfield.
Syracuse and Binghamton, N. Y.	80.00	6065	2	.....	Syracuse, Rochester, N. Y.	New York Central and Hudson River (Auburn branch).
Syracuse and Earlville, N. Y.	43.00	6071	2	.....	Syracuse, Binghamton, N. Y.	Syracuse, Binghamton and New York.
Tacoma, Wash., and Portland, Oreg.	105.00	43001	8	.....	Syracuse, Earlville, N. Y.	Syracuse, Chenango and New York.
Tama City, Iowa, and Elmore, Minn.	164.64	27052	6	.....	Tacoma, Wash., Portland, Oreg.	North Pacific
Tamaros and Chester, Ill.	42.31	23047	6	.....	Tama City, Iowa, Elmore, Minn.	Chicago and Northwestern.
Terre Haute and Evansville, Ind.	110.45	22012	5	.....	Chester, Tamaros, Ill.	Wabash, Chester and Western.
Terre Haute, Ind., and Peoria, Ill.	177.91	23048	6	.....	Terre Haute, Evansville, Ind.	Evansville and Terre Haute.
Terre Haute and Worthington, Ind.	40.63	22030	5	.....	Terre Haute, Ind., Peoria, Ill.	Illinois Midland
Texarkana, Ark., and El Paso, Tex.	864.66	31010	7	127, 128.	Terre Haute, Worthington, Ind.	Terre Haute and Southeastern.
		31009	.....	.....	Marshall, Tex., Texarkana, Ark.	Texas Pacific
Texarkana, Ark., and Houston, Tex.	335.06	31010	7	.....	Shreveport, La., El Paso, Tex.	do
		31009	.....	.....	Marshall, Tex., Texarkana, Ark.	do
		31006	.....	.....	Shreveport, La., El Paso, Tex.	do
Texarkana, Ark., and Waco, Tex.	258.67	31025	7	.....	Longview, Houston, Tex	International and Great Northern.
Texarkana, Ark., and Whitesborough, Tex.	172.91	31011	7	.....	Texarkana, Ark., Waco, Tex.	Texas and Saint Louis
Thomasville and Bainbridge, Ga.	37	15031	4	.....	Whitesborough, Tex., Texarkana, Ark.	Texas and Pacific
Toccoa and Elberton, Ga.	50.42	15026	4	.....	Thomasville, Bainbridge, Ga.	Savannah, Florida and Western.
Toledo and Bush, Ohio (u. o.).	175.85	21055	5	.....	Toccoa, Elberton, Ga.	Elberton Air Line
		21068	.....	.....	Toledo, Bush (Ohio (u. o.))	Ohio Central
Toledo, Ohio, and Chicago, Ill.	243	6052	9	99	Columbus, Corning, Ohio	do
Toledo and Cincinnati, Ohio.	203.36	21023	5	.....	Buffalo, N. Y., Chicago, Ill	Lake Shore and Michigan Southern.
		21026	.....	.....	Toledo, Dayton, Ohio	Dayton and Michigan
Toledo and Columbus, Ohio.	125.88	21053	5	.....	Dayton, Cincinnati, Ohio	Cincinnati, Hamilton and Dayton.
Toledo, Delphos, and Cincinnati, Ohio.	223.73	21061	5	.....	Toledo, Columbus, Ohio	Dayton and Southeastern
		21078	.....	.....	Toledo, Dodda, Ohio	Toledo, Cincinnati and Saint Louis.
Toledo, Ohio, and La Fayette, Ind.	203.10	21019	5	112, 113.	Dodda, Cincinnati, Ohio	Cincinnati Northern
			.....	.....	Toledo, Ohio, Quincy, Ill.	Wabash, Saint Louis and Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
174.33	246,819	6	¹³	40	8 9	6	1	6	¹ Whole cars.
145.65									
74.30									
62.90	39,375	6	1	12	7	1	1	1	
45.00	31,300	6	1	6 6	6 6	1	1	1	
(²)									
41.29	25,847	6	1	6 7	4 6	1	1	1	³ Five miles covered by the Williamsport and Baltimore R. P. O.
91.00	56,966	6	2	8 6	5 6	2	1	2	
(²)	65,104	6	⁴ 1	21	8.10	2	2	4	³ Covered by Albany and Rochester R. P. O. ⁴ Car used partly for mail apartment and partly for baggage.
80.00	50,080	6	1	14 7	7 6	2	1	2	
42.47	26,918	6	2	8	6	1	1	1	
105.00	65,730	6	2	22 6	9	2	1	2	"The Railway Mail Service Designation" includes 41 miles additional by "Steamboat Service" between Portland and Kalama, on route 44100.
164.64	108,064	6	2	12 2	7 5	2	1	2	
42.31	26,486	6	1	10	7 4	1	1	1	
110.45	69,141	6	2	12 7	6	2	1	2	
177.91	111,371	6	2	11 10	9 6	3	1	3	
40.63	25,434	6	1	8 6	6 6	1	1	1	
74.56	631,201	7	8	24 7	9 12	10	1	¹¹	⁵ One short stop.
790.00			3	17 2	9 12				Texarkana, Ark., and Houston, Tex., R. P. O., also runs over this line between Texarkana, Ark., and Longview, Tex.
(⁶)	244,593	7	3	23 9	9 0	5	1	¹⁶	⁶ 74.66 miles of route included in Texarkana and El Paso R. P. O.
(⁶)									⁷ One short stop.
237.50									⁸ 22.90 miles of route included in Texarkana and El Paso R. P. O.
258.67	188,829	7	1	10	7 9	4	1	4	
			1	8 9	7 3				
			1	11 8	7 9				
172.91	126,224	7	3	17 9	9 12	3	1	3	
37	23,792	7	1	10 10	7 6	1	1	1	
50.42	31,562	6	1	11	6	1	1	1	
146.85	110,082	6	3	16	7	3	1	3	
(⁹)									⁹ Covered by Columbus and Corning R. P. O. 29 miles.
(¹⁰)	115,118	6	2	36	9	4	1	¹⁶	¹⁰ Miles of route included in New York and Chicago R. P. O.
142.95	127,303	6	2	20	8 7	4	1	4	¹¹ Two short stops running between Toledo, Ohio, and Quincy, Mich., and Chicago, Ill., and Elkhart, Ind.
80.41									
125.38	88,487	6	1	12 8	7 6	2	1	2	
			3	16	9				
192.55	108,860	6	2	12	6	4	1	4	200 days, 163.73 miles. 53 days, 223.73 miles.
31.18									
293.10	298,150	13	3	50	10	4	3	¹² 18	¹² Two short stops between Toledo and Fort Wayne.
			3	33	8 6	¹⁴	1	.....	¹³ Night line.

TABLE A¹.—Statement of railway postoffices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Toledo and Mansfield, Ohio.	87.98	21043	5	.....	Toledo, Mansfield, Ohio	Pennsylvania Co. (Northwestern Ohio).
Towanda and Bernice, Pa.	28	8060	2	.....	Towanda, Bernice, Pa.	State Line and Sullivan.
Toner City and Lebanon, Pa.	44	8059	2	.....	Lebanon, Toner City, Pa.	Philadelphia and Reading (Lebanon and Toner City Branch).
Townsend, Del., and Centreville, Md.	36	10010	2	.....	Townsend, Del., Centreville, Md.	Queen Anne, Kent and Townsend.
Tracy City and Cowan, Tenn.	22.31	19010	5	.....	Tracy City, Cowan, Tenn.	Tennessee Coal and Railroad Company.
Tracy, Minn., and Huron, Dak.	136.40	26031	6	.....	Tracy, Minn., Pierre, Dak.	Chicago and Northwestern.
Trenton and Adrian, Mich.	47.60	24036	9	.....	Grosse Ile, Mich., Fayette, Ohio.	Lake Shore and Michigan Southern.
		24001		.....	Toledo, Ohio, Detroit, Mich.	do
		24002		.....	Monroe, Adrian, Mich.	do
Turkey River and Wadena, Iowa.	44.98	27039	6	.....	Turkey River, Wadena, Iowa.	Chicago, Milwaukee and Saint Paul.
Union City, Ind., Dayton, Ohio.	47.48	21022	5	.....	Union City, Ind., Dayton, Ohio.	Dayton and Union.
Urbana and Havana, Ill.	103.14	23029	6	.....	Urbana, Havana, Ill.	Wabash, Saint Louis and Pacific.
Utica and Binghamton, N. Y.	96	6040	2	.....	Chenango Forks, Norwich, N. Y.	Delaware, Lackawanna and Western.
		6041		.....	Utica, Norwich, N. Y.	do
		6065		.....	Syracuse, Binghamton, N. Y.	Syracuse, Binghamton, and New York.
Utica and Randallville, N. Y.	31	6057	2	.....	Utica, Smith Valley Station, N. Y.	Utica, Clinton and Binghamton.
Valley and Stromsburg, Nebr.	90.78	34008	6	.....	Valley, Stromsburg, Nebr.	Omaha and Republican Valley.
Vanceborough and Bangor, Me.	114.02	12	1, 5, 2, 4	.....	Bangor, Vanceborough, Me.	European and North American.
Vicksburgh, Miss., and Monroe, La.	76.16	30008	4	.....	Vicksburgh, Miss., Monroe, La.	Vicksburgh, Shreveport and Pacific.
Vilisca, Iowa, and Bigelow, Mo.	69.87	27009	6	.....	Vilisca, Iowa, Burlington Junction, Mo.	Chicago, Burlington and Quincy.
		28044		.....	Bigelow, Burlington Junction, Mo.	Kansas City, St. Joseph and Council Bluffs.
Wabasha and Zumbrota, Minn.	59.09	26022	6	.....	Wabasha, Zumbrota, Minn.	Chicago, Milwaukee and Saint Paul.
Wadesboro, N. C., and Florence, S. C.	66.92	14066	4	.....	Florence, Cheraw, S. C.	Cheraw and Darlington.
		14014		.....	Cheraw, S. C., Wadesboro, N. C.	Cheraw and Salisbury.
Waldo and Ocala, Fla.	47.26	16011	4	.....	Waldo, Ocala, Fla.	Peninsular.
Walla Walla, Wash., and Portland, Oreg.	158.00	44005	8	.....	The Dalles and Wallula.	Oregon Railway and Navigation.
		43004	8	.....	Walla Walla and Wallula.	Walla Walla and Columbia River.
Washington, D. C., and Charlotte, N. C.	381	11002	3	17, 19..	Alexandria, Lynchburgh, Va.	Virginia Midland.
		11016		18, 20..	Lynchburgh, North Danville, Va.	do
		11006		.....	Richmond, Va., Charlotte, N. C.	Richmond and Danville.
		11018		.....	Washington, D. C., Alexandria, Va.	Washington and Alexandria.
Washington, D. C., and Richmond, Va.	116	11001	3	1, 3, 9, 2 4, 6.	Washington, D. C., Richmond, Va.	Richmond, Fredericksburgh and Potomac.
Washington and Knoxville, Iowa.	78.83	27016	6	.....	Washington, Knoxville, Iowa.	Chicago, Rock Island and Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
87.96	55,075	6	2	20	8 6	2	1	2	
28	17,528	6	1	6 1	7 9	1	1	1	
43.39	27,544	6	1	13 8	8 9	1	1	1	
36.34	22,536	6	1	20	6 4	1	1	1	¹ Car used partly for mail apartment and partly for baggage.
22.31	13,966	6	1	6	3	1	1	1	
136.40	99,572	7	3	16	7 6	2	1	2	
(²)	29,797	6	1	9	7	1	1	1	² 34.90 miles of route included in Adrian and Fayette R. P. O.
(³)									³ 1.10 miles of route (Trenton to Chandler) included in Detroit and Toledo R. P. O.
(⁴)									⁴ 11.60 miles of route (Corbus to Adrian) included in Monroe and Adrian R. P. O.
44.98	28,157	6	1	7 10	7 3	1	1	1	
47.48	29,722	6	1	11	7 4	1	1	1	
103.14	64,565	6	1	10 6	6 9	2	1	2	
30.69	60,096	6	1	17	7 2	2	1	2	
54.50			⁵ 1	17 3	6 7				⁵ One reserve car.
(⁶)									⁶ 11.27 miles covered by Syracuse and Birmingham R. P. O.
31.40	38,812	12	1	16 6	6 11	1	1	1	
90.78	56,828	6	2	12	6 6	2	1	2	
114.02	142,753	12	⁷ 1	40 2	9 9	2	2	6	⁷ Day line.
			⁸ 1	18 3	9 2	2	1		⁸ Night line.
			⁹ 1	21 1	9 1				⁹ Reserve car.
									On the day run there are 2 men to a crew; on the night run there is 1 man to a car.
76.16	55,596	7	1	9	8 6	2	1	2	
37.48	43,738	6	1	10 11	6 11	1	1	1	
32.39				12 4	6 8	1	1	1	
50.09	36,990	6	1	7	5 10	1	1	1	
40.90	41,891	6	1	13 6	8 3	1	1	1	
26.02									
47.26	29,584	6	1	11 6	6 10	1	1	1	
126.32	99,108	6	2	19 2	9	4	1	4	"The Railway Mail Service Designation" includes 117 miles additional by "Steamboat Service" between Portland and The Dalles, on route 44099.
32.00									
167	566,260	14	10	49 6	9 4	10	2	1034	¹⁰ 8 short stops between Washington, D. C., and Danville, Va.; 6 short stops between Washington, D. C., and Charlottesville, Va.
65									
142									
(¹¹)									¹¹ Covered by Washington and Richmond R. P. O. 7 miles.
116	941,976	20	1	46 3	8 8	6	(¹²)	20	¹² 2 crews have 4 men each, and 4 crews have 3 men each.
78.83	49,347	6	1	17 6	9 4	2	1	2	Clerks of this line run between Davenport, Iowa, and Washington, Iowa (65.50 miles) as helpers with Davenport, Iowa, and Cameron, Mo., R. P. O.

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Washington, Pa., and Wheeling, W. Va.	32	8040	2	.....	Washington, Pa., Wheeling, W. Va.	Baltimore and Ohio, (Wheeling, Pittsburg and Baltimore Branch).
Watertown and Madison, Wis.	39.05	25005	6	.....	Watertown, Madison, Wis.	Chicago, Milwaukee and Saint Paul.
Wausau and Milwaukee, Wis.	212.02	25018	6	.....	Milwaukee, Two Rivers, Wis.	Milwaukee, Lake Shore and Western.
		25018 (Br.)	..	..	Manitowoc, Wausau, Wis.	.....do
Way Cross and Albany, Ga.	165.24	15018	4	.....	Way Cross, Albany, Ga.	Savannah, Florida and Western.
Weir and Cherryvale, Kans.	50.33	33024	7	.....	Cherryvale, Weir, Kans.	Kansas City, Fort Scott and Gulf.
Wells River and Montpelier, Vt.	38.80	2012	1	.....	Wells River, Montpelier, Vt.	Montpelier and Wells River.
Wellsville, N. Y., and Eldred, Pa.	32	6049	2	.....	Wellsville, N. Y., Eldred, Pa.	Bradford, Eldred and Cuba.
West Lebanon, Ind., and Leroy, Ill.	76.50	23058	6	.....	West Lebanon, Ind., Leroy, Ill.	Wabash, Saint Louis and Pacific.
West Point and Richmond, Va.	38	11007	3	.....	Richmond, West Point, Va.	Richmond, York River and Charlotte.
West Winsted and Bridgeport, Conn.	62.03	5011	1	.....	Bridgeport, Winsted, Conn.	Naugatuck
White Cloud and Grand Rapids, Mich.	47.03	24026	9	.....	Grand Rapids, White Cloud, Mich.	Chicago and West Michigan.
White Heath and Decatur, Ill.	35.15	23077	6	.....	White Heath, Decatur, Ill.	Wabash, Saint Louis and Pacific.
White River Junction, Vt., and Springfield, Mass.	127.69	3067	1	.....	Springfield, Mass., South Junction, Vt. (n. o.).	Connecticut River
		3062	..	..	Miller's Falls, Mass., Brattleboro', Vt.	Central Vermont
		2005	..	..	Brattleboro', Bellows Falls, Vt.	Vermont Valley
		2004	..	..	Bellows Falls, Windsor, Vt.	Sullivan
		2002	..	..	Windsor, Essex Junction, Vt.	Central Vermont
Whiting, Ala., and Pensacola, Fla.	45.29	16003	4	.....	Whiting, Ala., and Pensacola, Fla.	Pensacola
Willimantic and New Haven, Conn.	54.62	5014	1	3, 8, ...	New Haven, Willimantic, Conn.	Boston and New York Air Line.
Williamsburgh, Mass., and New Haven, Conn.	85.17	5010	1	.....	New Haven, Conn., Williamsburgh, Mass.	New Haven and Northampton.
Williamsport, Pa., and Baltimore, Md.	180	8022 10002	2	73 68..	Sunbury, Erie, Pa.	Northern Central
					Baltimore, Md., Sunbury, Pa.	.....do
Williamsport and Port Clinton, Pa.	121	8014	2	.....	Port Clinton, Williamsport, Pa.	Philadelphia and Reading (Catawissa and Williamsport Branch).
Willows and Davisville, Cal.	74.39	46022	8	.....	Willows, Davisville, Cal.	Northern
Wilmington, N. C., and Charleston, S. C.	212	14002 (Pt.) 14005	4	1, 2, 4..	Wilmington, N. C., Florence, S. C.	Wilmington, Columbia, and Augusta.
					Florence, Charleston, S. C.	Northeastern of South Carolina.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
32.49	20,032	6	1	8 2	8 8	1	1	1		
39.05	24,445	6	1	13 7	7 5	1	1	1		
77.75	132,724	6	1 ³	14	7 10	4	1	4		¹ One car in reserve.
134.27										
165.24	120,625	7	1	12 6	8 2	3	1	3		Closed mails in care of conductor from Way Cross to Dupont, 6 round trips per week.
50.33	81,506	6	1	9 4	5 10	1	1	1		
38.80	34,288	6	² 2	4 11	8 9	1	1	1		² One of these cars is held as a reserve car.
32.44	20,032	6	2	12 6	5 0	1	1	1		³ Reserve cars.
76.50	47,889	6	1	7 10	6 6	2	1	2		
38	23,788	6	1	10 6	6 9	1	1	1		
62.03	77,661	12	1	15 10	5 10	2	1	⁴ 3		⁴ Relief clerk to one man once in 4 weeks; also relieves Danville and South Norwalk once in 4 weeks; New Hartford and Farmington, once in 8 weeks; Litchfield and Bethel clerks once in 8 weeks. The other clerk is relieved once in 4 weeks. (See column of remarks, Hartford and Millerton R. P. O.)
			1	15 6	6 6					⁵ Reserve car.
			⁶ 1	18	6 6					
47.03	29,440	6	1	12	6	1	1	1		
35.15	22,003	6	1	8	7 4	1	1	1		
(⁸)	79,933	6	⁷ 2	23 6	6 6	2	1	2		⁸ Covered by Newport and Springfield P. P. O. 52.94 miles.
(⁹)			⁸ 1	16 6	6 4					⁹ One of these cars is held as a reserve car.
(¹⁰)			⁹ 1	18	6 6					¹⁰ Covered by Brattleboro' and Palmer R. P. O. 10.28 miles.
(¹¹)										¹¹ Reserve cars.
(¹²)										¹² Covered by Newport and Springfield R. P. O. 24.02 miles.
										¹³ Covered by Newport and Springfield R. P. O. 26.32 miles.
										¹⁴ Covered by Newport and Springfield R. P. O. 14.13 miles.
45.29	28,351	6	1	12	9	1	1	1		The Keene and Springfield clerk runs from West Northfield to Springfield, Mass., with this clerk.
54.62	84,192	6	1	13 6	6 11	1	1	¹⁵ 2		Closed mails in care of conductor from Whiting to Pensacola, 7 round trips per week.
			¹⁴ 1	10 5	6 10					¹⁵ One relief clerk; also, relieves New London and New Haven and New Haven and New York clerks.
85.17	106,632	12	1	15 5	6 10	3	1	8		¹⁶ Reserve car.
			1	15 5	6 7					
39.60	112,680	6	¹⁵ 1	14 10	6 7					¹⁷ Reserve car.
140.70			¹⁶ 3	40	8 4	3	3	¹⁷ 10		¹⁸ Two reserve cars.
			¹⁶ 1	45	8 4					¹⁹ One short stop between Williamsport and Harrisburg.
121.13	75,746	6	¹⁸ 1	14	8 6	2	1	2		²⁰ One reserve car.
			2	11 6	8 6					
74.39	46,568	6	2	8 9	8 11	2	1	2		
110	309,520	14	3	42	8 6	3	1	11		
102			1	42 6	8 10	4	2			
			1	44 6	8 6					

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics).	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Wilmington and Charlotte, N. C.	187	13003	3	.....	Wilmington, Charlotte, N. C.	Carolina Central
Wilmington, Del., and Landenburgh, Pa.	21	9505	2	.....	Wilmington, Del., Landenburgh, Pa.	Delaware Western
Wilton Junction and Council Bluffs, Iowa.	292.30	27014	6	137, 142	Davenport, Missouri River, Iowa.	Chicago, Rock Island and Pacific.
Winchendon and Palmer, Mass.	49.67	3030	1	.....	Palmer, Winchendon, Mass.	Boston and Albany
Winchendon and Worcester, Mass.	37.92	3057	1	.....	Worcester, Winchendon, Mass.	Boston, Barre and Gardner.
Winona and Sleepy Eye, Minn.	180.56	28015	6	.....	Winona, Saint Peter, Minn.	Chicago and Northwestern.
		28014			Saint Peter, Watertown, Minn.	do
Woodman, Wis., and Galena, Ill.	110.63	25025	6	.....	Galena, Ill., Woodman, Wis.	do
		25042			Lancaster Junction, Lancaster, Wis.	do
		25043			Plattville Junction, Plattville, Wis.	do
Worcester, Mass., and Norwich, Conn.	60.69	5001	1	.....	Norwich, Conn., Worcester, Mass.	New York and New England.
Worcester, Mass., and Providence, R. I.	43.92	4001	1	.....	Providence, R. I., Worcester, Mass.	Providence and Worcester.
Worthington, Minn., and Sioux Falls, Dak.	63.07	28020	6	.....	Worthington, Minn., Salem, Dak.	Chicago, Saint Paul and Omaha.
Xenia, Ohio, and Richmond, Ind.	59.05	21011	5	.....	Xenia, Dayton, Ohio	Pittsburgh, Cincinnati and Saint Louis.
		21030			Dayton, Ohio, Richmond, Ind.	do
Yates City and Rushville, Ill.	63.92	23008	6	.....	Rushville, Yates City, Ill.	Chicago, Burlington and Quincy.
York and Delta, Pa.	35	8092	2	.....	York, Delta, Pa.	Peach Bottom
Ypsilanti and Bankers, Mich.	65.50	24024	9	.....	Ypsilanti, Bankers, Mich.	Lake Shore and Michigan Southern.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.		Number of railway post-office cars or cars in which are mail apartments.		Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
						Length, feet and inches.	Width, feet and inches.				
187	117,062	6	3	14	7	3	1	3			
20.52	13,146	6	12	7	6	6	10	1	1	1	¹ One reserve car.
² 263.60	182,979	6	³ 3	50	9	4	4	2	8		² Difference in distance (28.70 miles) covered by Chicago, Ill., and Iowa City, Iowa, R. P. O. ³ Cars run through between Chicago, Ill., and Council Bluffs, Iowa, covering Chicago, Ill., and Iowa City, Iowa, R. P. O. ⁴ One of these cars is held as a reserve car.
49.67	31,093	6	⁴ 2	9	6	6	1	1	1	1	⁵ Covered by Peterborough and Worcester R. P. O. 37.92 miles. ⁶ Reserve car.
(⁵)	23,737	6	⁶ 1	8	6	6	1	1	1	1	⁷ Cars run between Elroy, Wis., and Sleepy Eye, Minn., covering Elroy, Wis., and Willmanna, Minn., R. A.
145.15	118,664	6	⁷ 1	16	7	7	3	1	3		
44.41	.....	6	⁷ 1	15	3	7	7				
76.27	69,254	6	2	8	6	2	1	2			
⁸ 12.34	.....	6	⁸ 1	10	14	5	11	.....	.....	.....	⁸ Postal clerks cover this distance twice daily except Sundays, running from Lancaster Junction to Lancaster, Wis., and from Plattville Junction to Plattville, Wis., and return on their trips north and south.
⁹ 4.64	.....	6									⁹ Reserve.
60.69	37,991	6	¹⁰ 1	12	2	7	1	1	1	1	¹⁰ Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks, Boston and Willmantic R. P. O.)
43.92	54,987	12	1	12	8	6	2	2	1	¹¹ 3	¹¹ One relief clerk; also, relieves Providence and Willmantic clerk.
63.07	39,481	6	¹² 1	14	5	6	2				¹² Reserve car.
63.07	39,481	6	1	13	9	6					
63.07	39,481	6	1	11	9	9	4	1	1	1	
16.80	36,965	6	1	15	3	8	4	1	1	1	
42.16	.....	6									
63.92	40,013	6	1	13	7 1/2	7	1	1	1	1	
36.24	21,910	6	¹³ 1	13	8	7	6	1	1	1	¹³ Reserve car.
65.50	41,003	6	1	8	7	7		1	1	1	
65.50	41,003	6	1	8	9	7		1	1	1	

TABLE A'.—Statement of railway post-offices in operation in the United States on June 30, 1892.

RECAPITULATION.

Division.	Number of office lines.	Number of crews.	Number of railway postal clerks on lines.*	Miles run by clerks.	Miles of railroad over which clerks run.	Annual miles of railroad service performed by clerks.	Number of cars and apartments.				Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total pouches handled.
							Whole cars in use.	Whole cars in reserve.	Apartment in use.	Apartment in reserve.			
First.....	78	180	323	6,744.60	4,874.80	5,983,617	16	1	116	60	183	1,138,791	60,302
Second.....	148	272	443	11,877.00	10,134.84	9,456,950	33	4	228	88	353	2,185,738	94,481
Third.....	139	103	159	4,677.00	4,462.00	4,039,776	33	4	69	102	102	1,019,087	45,910
Fourth.....	59	162	203	8,290.25	7,941.63	6,749,934	25	118	118	143	143	1,251,741	33,901
Fifth.....	114	327	522	16,845.34	13,933.70	12,473,416	59	105	230	254	254	1,874,890	129,910
Sixth.....	181	458	659	24,417.98	22,840.56	18,621,665	75	7	230	364	364	3,045,270	53,068
Seventh.....	86	258	347	15,634.68	14,895.92	11,746,117	30	2	185	23	240	487,144.530	42,649
Eighth.....	22	69	89	4,108.44	4,058.03	3,016,883	18	10	30	48	48	104,927.700	8,012
Ninth.....	42	135	377	5,981.73	4,714.55	5,653,080	29	10	58	10	107	875,289.530	100,150
Total.....	769	1,964	3,122	98,257.02	87,865.03	75,741,438	318	24	1,229	233	1,804	3,433,390.480	570,483

* Not including details as chief clerks, transfer clerks, and for clerical duty, and running upon steamboats.

Total miles of railroad route (including terminal distances from depots to post-offices).....

Total miles of railroad route over which railway postal clerks run.....

Total miles of railroad route upon which there is no railway postal service by clerks.....

Total annual miles of railway service by postal clerks.....

Total annual miles of railway service, express mails and closed pouches.....

Average annual distance run by each postal clerk.....

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, and the Territory of Michigan; and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

3
100,56
87,865
12,698
75,741,438
33,253,890
38,564

TABLE B¹.—Comparative statement of the railway mail service, 1830 to 1882.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830.....	23					
1831.....	95					
1832.....	229					
1833.....	380					
1834.....	633	78				
1835.....	1,098					
1836.....	1,273		*1,878,296			
1837.....	1,497	974	*1,793,024	*307,444		
1838.....	1,913		*2,413,090	*410,488		
1839.....	2,802		*3,396,055	*520,602		
1840.....	2,818		*3,889,053	*595,353		
1841.....	3,535		*3,946,450	*585,843		
1842.....	4,026	3,091	*4,424,262	432,568		\$22,987
1843.....	4,185		*5,692,402	*733,687		28,965
1844.....	4,377	3,714	*5,747,355	531,752		29,744
1845.....	4,633		*6,484,592	*843,430	43	37,513
1846.....	4,930	4,092	*7,781,828	*870,570		42,406
1847.....	5,598	4,402	4,170,403	597,475	186	46,153
1848.....	5,996	4,735	4,327,400	584,192		54,062
1849.....	7,365	5,497	4,861,177	635,740		61,512
1850.....	9,021	6,886	6,524,593	818,227		107,042
1851.....	10,982	8,255	8,364,503	985,019	148	145,897
1852.....	12,908	10,146	11,082,768	1,275,520	185	196,936
1853.....	15,360	12,415	12,986,705	1,601,329	235	176,722
1854.....	16,720	14,440	15,433,389	1,758,610	257	197,090
1855.....	18,374	18,333	19,202,469	2,073,089	348	254,498
1856.....	22,016	20,323	21,809,296	2,310,389	394	287,187
1857.....	24,503	22,530	24,267,944	2,559,847	451	339,388
1858.....	26,968	24,431	25,763,452	2,828,301	491	392,739
1859.....	28,789	26,010	27,268,384	3,243,974	548	429,175
1860.....	30,635	27,129	27,653,749	3,349,662	582	405,819
1861.....	31,286	122,018	123,116,823	12,543,709	1427	1314,179
1862.....	33,170	121,338	122,777,219	12,498,115	1474	1295,823
1863.....	33,908	122,152	122,871,558	12,588,517	1525	1324,524
1864.....	35,085	122,616	123,301,942	12,567,044	1572	1352,701
1865.....	36,801	123,401	124,087,568	12,707,421	1612	1342,071
1866.....	39,250	32,092	30,609,467	3,391,592	702	542,401
1867.....	42,229	34,015	32,437,900	3,812,600	827	729,080
1868.....	42,229	36,018	34,886,178	4,177,126	995	839,975
1869.....	46,844	39,537	41,399,284	4,723,680	1,129	973,560
1870.....	52,914	43,727	47,551,970	5,128,901	1,106	1,109,140
1871.....	60,283	49,834	55,557,048	5,724,979	1,382	1,441,020
1872.....	66,171	57,911	62,491,749	6,502,771	1,647	1,709,546
1873.....	70,278	63,457	65,621,445	7,257,196	1,895	1,958,876
1874.....	72,383	67,734	72,460,545	8,589,663	2,175	2,186,330
1875.....	74,096	70,083	75,154,910	9,216,518	2,242	2,410,490
1876.....	76,808	72,348	77,741,172	9,543,134	2,415	2,504,140
1877.....	79,089	74,546	85,358,710	9,053,936	2,500	2,484,848
1878.....	81,776	77,120	92,120,395	9,506,595	2,608	2,579,013
1879.....	86,497	79,991	93,092,902	9,792,589	2,609	2,624,890
1880.....	93,671	85,320	96,497,463	10,648,980	2,946	2,850,980
1881.....	104,813	91,569	103,521,229	11,963,117	3,177	3,108,801
1882.....	†	100,563	113,995,318	13,127,715	3,570	3,486,779

* Including steamboat service, no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

† This column is taken from Poor's Manual, and is made up to the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service and of employees of the railway mail service is taken from the reports of the Second Assistant Postmaster-General.

TABLE C¹.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1882.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other mail matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First	5,338,997	213,559,880	649,788	97,468,200	811,028,080	1,138,791	66,302
Second	6,737,307	269,492,280	993,823	149,073,450	418,565,730	2,185,738	96,461
Third	2,762,965	110,519,400	541,166	81,174,900	191,694,300	1,019,087	45,910
Fourth	8,015,428	120,617,120	488,179	73,226,850	193,843,970	1,251,741	35,991
Fifth	9,140,420	365,616,800	1,662,432	249,364,800	614,981,600	1,974,890	128,910
Sixth	11,750,485	470,019,400	1,772,637	285,895,550	735,914,950	3,065,270	53,098
Seventh	7,762,072	310,482,880	1,184,411	176,661,650	487,144,530	2,027,973	42,469
Eighth	1,662,486	66,499,440	256,189	38,428,350	104,927,790	639,876	8,012
Ninth	5,710,167	228,406,680	979,219	146,882,850	375,288,530	930,944	106,150
Total	53,880,347	2,155,213,880	8,527,844	1,278,176,600	3,438,390,480	14,234,310	570,483

Whole number of pieces of mail handled in 1882 3,438,390,480
 Whole number of pieces of mail handled in 1881 2,858,280,070

Increase 580,110,410

Percentage of increase, 1882 over 1881, 20.33.

Percentage of increase, 1881 over 1880, 7.33.

Packages, pouches, and cases of registered matter handled in 1882 14,804,793

Packages, pouches, and cases of registered matter handled in 1881 12,028,765

Increase 2,776,028

Percentage of increase, 1882 over 1881, 23.09.

Percentage of increase, 1881 over 1880, 2.78.

TABLE D¹.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1882.

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Number of letter packages.	Missent.			Misdirected.			Number of errors checked against other employees.
				Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.	
First	13,282	21,389	1,055	641	163	43	25	62	30	39,165
Second	38,053	61,829	526	575	184	13	92	35	13	106,984
Third	18,201	35,465	201	8	24	*45	41	1	43	56,721
Fourth	32,024	59,736	656	156	46	39	69	30	43	125,502
Fifth	104,487	214,520	1,387	181	219	†48	257	51	65	608,668
Sixth	88,428	180,508	1,665	395	116	73	442	96	151	344,282
Seventh	68,472	131,873	1,880	425	330	244	229	8	26	298,623
Eighth	4,028	5,815	88	1	1	2	23	.....	.....	32,922
Ninth	72,294	191,354	1,553	1,279	229	52	199	37	70	50,431
Total	434,269	902,489	9,001	3,640	1,312	559	1,377	320	441	1,671,888

* Including 12 registered pouches.

† Including 5 registered pouches.

RECAPITULATION.

Number of letters and pieces of other mail distributed in 1882.....	3, 433, 380, 480
Number of errors made in the distribution of the same.....	902, 489
Number of letters and pieces of other mail distributed to each error, 1882.....	3, 805
Number of letters and pieces of other mail distributed to each error, 1881.....	3, 624
Percentage of correct distribution, 1882.....	99.97+
Percentage of correct distribution, 1881.....	99.97+

TABLE E¹.—Statement of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1882.

Division.	Number of incorrect slips.	In- correct slips.	Number of letter packages.	Missent.			Misdirected.		
				Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.
First.....	14, 216	24, 001	240	27	4	16	74	19	8
Second.....	76, 709	180, 545	758	10	7	18	581	46	299
Third.....	14, 495	34, 118	162	4	10	3	103	7	22
Fourth.....	9, 418	16, 973	185	17	10	9	68	8	17
Fifth.....	8, 405	15, 722	100	3	3	2	181	38	12
Sixth.....	39, 854	62, 691	425	46	8	3	185	12	16
Seventh.....	26, 369	53, 633	616	226	61	13	22	10	25
Eighth.....	7, 083	9, 203	106	1	7	13	22	10	8
Ninth.....	6, 093	9, 860	168	68	18	16	76	30	8
Total.....	202, 642	405, 746	2, 710	396	128	275	1, 280	157	418

* Including 5 through registered pouches.

TABLE F¹.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1882.

Division.	Number of exami- nations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First.....	550	311, 554	301, 607	9, 482	465	96.80	100.00	70.84
Second.....	463	1, 056, 736	648, 389	80, 609	318, 738	61.35	99.80	15.78
Third.....	132	116, 771	98, 620	9, 076	9, 075	84.45	99.31	24.53
Fourth.....	418	189, 278	182, 744	5, 045	1, 489	96.54	100.00	64.80
Fifth.....	420	338, 594	290, 998	21, 541	26, 055	85.90	99.50	41.90
Sixth.....	313	244, 279	227, 454	9, 311	7, 514	93.11	(1)	(1)
Seventh.....	252	195, 172	170, 993	17, 163	7, 016	87.60	100.00	32.00
Eighth.....	28	43, 543	43, 031	106	406	98.82	100.00	90.04
Ninth.....	422	644, 703	455, 598	47, 403	141, 702	70.66	100.00	1.60
Total.....	2, 896	3, 140, 630	2, 419, 943	208, 736	512, 460	77.05	.....	.....

* On a distribution of 5,500 cards.

† Not reported.

TABLE 31.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1892.

Divisions.	Number of probationary ap- pointments.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Number of probationers who received permanent ap- pointments.	Average per cent. correct during probation made by those permanently ap- pointed.	Number dropped during pro- bation, including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards cor- rect of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Percent correct required for permanent appointment.
First	56	88	53,957	51,328	2,609	20	95.13	48	95.12	8	14.28	(*)	100.00	7.10	90
Second	222	381	887,420	302,370	43,008	542,051	34.07	58	38.78	19	8.55	19.92	98.09	1.08	90
Third	32	133	94,623	56,274	7,549	30,800	59.47	9	79.85	11	34.37	39.54	98.16	38.43	90
Fourth	86	592	259,338	244,811	10,819	3,708	94.39	22	94.06	21	24.41	67.76	100.00	69.72	75
Fifth	210	628	529,452	385,219	73,308	70,635	72.75	43	88.87	35	16.66	56.21	98.90	61.96	90
Sixth	(*)	105	91,505	58,045	6,785	26,675	63.66	(*)	(*)	(*)	(*)	(*)	(*)	(*)	96
Seventh	145	316	198,897	164,418	20,627	13,852	82.66	70	88.73	32	22.08	70.42	100.00	7.00	90
Eighth	32	26	25,814	24,794	1,38	1,882	96.04	12	98.49	4	12.50	91.60	100.00	90.23	90
Ninth	244	474	485,231	254,048	37,871	193,312	52.35	36	62.00	78	31.96	45.55	98.86	2.70	62
Total															

* Not reported.

TABLE H¹.

Statement of casualties in the railway mail service during the fiscal year ended June 30, 1882.

July 1, 1881.—The freight train and construction train collided this morning at 8.20 near Corinth, Miss., wrecking the mail car. The mail was transferred to a baggage car and distributed along the line as far as practicable, as most of it was made up. The mails were delayed but none lost, and no one was injured.

July 1, 1881.—Train collided with a freight train at Templeton, Ind., smashing the postal car. The mail was transferred to a baggage car and taken to Chicago. No local work could be done north of Templeton, and all the connections were missed.

July 1, 1881.—At 3.48 this afternoon a postal clerk on the fast train from Saint Louis to Indianapolis on the Vandalia Railroad, threw a leather pouch from the mail car at Harmony, Ind., in such a manner that the pouch was drawn under the train and badly mutilated. The mail in the pouch was cut up and most of it destroyed. There were no registered packages in the pouch.

July 13, 1881.—Train leaving Nashville, Tenn., at 8.40 a. m. for Evansville, Ind., was wrecked and the mail car overturned. Nobody was hurt and nothing lost and the mail transferred in good order.

July 13, 1881.—A fire, originating it is supposed from cinders from the engine, broke out in the Decatur and Montgomery R. P. O. this day, badly burning registered pouches Nos. 3023 and 2886 and four canvas sacks of mail. The contents of all the pouches were saved, though the mail was more or less damaged.

July 22, 1881.—The steamer Marlin Speed sank this morning 65 miles above Pine Bluff at 2 o'clock, but all the mail was saved.

July 23, 1881.—The steamer Cornie Brandon sank to-day about 90 miles below Shreveport, La. The mail was somewhat damaged by the mud and water, but was saved and forwarded to destination.

July 24, 1881.—Train No. 2 left Cheyenne for Denver to-day 6 hours late, and when about 3 miles south of Berthoud, Colo., while running over a culvert, which was washed out by the heavy rains, broke through demolishing the engine, tender, and mail car. The engineer was killed outright and the foreman of the car was badly wounded. J. D. La Course, the route agent on the mail car, was cut about the face and otherwise bruised, but succeeded in saving all the registered matter and most of the other mail, the rest being totally destroyed and carried off by the water.

July 31, 1881.—The United States mail packet Osceola Belle was totally destroyed by fire between 6 and 7 o'clock in the evening. The personal effects of the mail messenger, together with some of the government property were burned, but the mail was saved.

August 4, 1881.—About 1 mile north of Plaquemine the engine of train No. 3 left the track and ran into the ditch, badly damaging the postal car. All of the mail was saved and was forwarded to destination after some detention.

August 6, 1881.—Train wrecked 6 miles east of Kokomo, Ind. Engine smashed and mail car thrown on its side. Mail all safe but delayed 13 hours.

August 6, 1881.—Steamer Plow Boy was sunk in the Arkansas River this morning, about 25 miles above Pine Bluff. The mail was saved and delivered by stage mail.

August 8, 1881.—Mail steamer *Laura Lee* went aground this morning. The mail was saved, but delayed 24 hours, when it was transferred to agent on the *Fanchon* on its north run.

August 17, 1881.—A freight train ran into the mail car at Emporia Junction, on the Atchison, Topeka and Santa Fé Railroad, knocking the mail car on its side. The letter mail and part of the paper mail were damaged by the water from the buckets and cooler, and oil from three lamps that were broken. All of the mail was gathered and turned over to the postmaster at Parsons, Kans.

August 24, 1881.—Train was ditched at Converse, Mo. Route Agent J. N. Thomas, in charge of the mail car, was considerably bruised, but not enough to disable him from duty. The mail was saved and properly forwarded.

September 5, 1891.—Train No. 91, west bound, was wrecked near Shenandoah, Iowa, the mail car and two passenger cars falling down an embankment 10 feet high. The route agent, Jacob Heiman, was slightly bruised. A small quantity of mail was so badly damaged that it could not be forwarded. The rest was saved and cared for.

September 13, 1881.—While the Washington and Richmond railway post-office car was standing in the depot at Washington, D. C., it was run into by the shifting engine, throwing two sections of the letter cases into the middle of the floor, breaking three lamps and soaking several hundred letters with oil. The letters were forwarded to their destination.

September 24, 1881.—Tornado caught us at West Quincy, blowing the doors open and the ventilator from off the top of the car, wetting all of the letters. Water stood 6 inches high on the floor of the car.

September 26, 1881.—By a collision between trains Nos. 40 and 47, Richmond, Va., and Wilmington, N. C., railway post-office, at Chester, Va., W. S. Hawkins, who was on duty on No. 40, and G. P. Rourke, on No. 47, were severely injured. N. B. Jones, of the same line, is now unable to perform duty on account of injuries received a few days ago. The mail was secured and transferred to another car without its having sustained any damage.

September 29, 1881.—The mail train on the Fort Dodge and Des Moines line encountered a very severe wind-storm near Ripley, Iowa, and the entire train was blown off the track and overturned. Route Agent Luther L. Cassidy received a severe cut on one wrist and was very much shook up.

October 1, 1881.—Pouch was thrown under train at Mount Vernon, Iowa, cutting it up and badly damaging the paper mail. The letter mail was not injured. Pouch and contents were recovered by the postmaster.

October 3, 1881.—Postal car *Montgomery*, M. W. King in charge, was completely wrecked south of Bay Minette, Ala. Mr. King was badly bruised and internally injured. A part of the mail was damaged by the oil from broken lamps and by dirt and water. Most of it was recovered and forwarded.

October 27, 1881.—The steamer *Jennie Gilchrist* was sunk in the Mississippi River at the railroad-bridge between Rock Island, Ill. and Davenport, Iowa, and two pouches containing two registered packages were lost.

October 21, 1881.—Within 2 miles of Augusta, Ga., the engine of the train ran over a cow, throwing it under the mail car causing a complete smash-up. The flooring of the mail car was ripped up forcing the wheels through. The mail was transferred to another car without delay and forwarded.

November 7, 1881.—An accident occurred to the train of the Gaylord and Bay City agent, bound south, by which the mail car was badly damaged and the passenger coaches partially destroyed. The agent was not seriously injured, and none of the mail was lost. He has not been able to find his postmarking stamp since the accident.

November 13, 1881.—Mail car out of Cleveland, Tenn., ran off the track. No one injured, and no mail lost. Mail was delayed 3 hours.

November 17, 1881.—Train No. 15, Lehigh Valley Railroad, was wrecked at Wyalusing, and the mail badly scorched. With the exception of one pouch, that was burned, the mail was forwarded.

November 19, 1881.—The Havana and Springfield train bound south fell through a bridge 5 miles north of Springfield. Route Agent W. S. Allen was considerably hurt. The mail was all saved.

November 28, 1881.—Pouch and sack thrown off at Broken Straw, N. Y., struck edge of platform and bounded back against the car, badly damaging the canvas sack containing the paper mail, which was partially destroyed. The pouch was uninjured.

December 4, 1881.—Passenger train on the Western North Carolina Railroad ran off the track, and was precipitated down an embankment. There was a mail car attached to the train, which was completely wrecked.

December 5, 1881.—An accident occurred to the Louisville and Nashville railway post-office, bound north, train No. 4, day line, at Madison, Tenn., caused by the locomotive breaking loose from the train. The automatic brake on the remainder of the train failed to act, letting the cars overtake the engine, which was standing still. The shock was so great as to break in the front end of the postal car, knocking down the letter case and breaking the pouch rack. J. M. Bailhache, head clerk, and J. B. Brawner, assistant clerk, were on duty, and were both thrown down and somewhat injured. Mr. Bailhache was unable to perform duty for one week, and Mr. Brawner has not been on duty since the accident (December 19). A portion of the letter mail was damaged by water, but all was recovered from the wreck, and forwarded to destination.

December 20, 1881.—Mail steamer J. S. Hopkins, running between Evansville, Ind., and Cairo, Ill., was totally burned. The government property on the boat was destroyed, but the mail was saved.

December 23, 1881.—Mail train between Peoria, Ill., and Evansville, Ind., was ditched and wrecked near Lincoln, Ill. No mail lost. Route Agent O. F. Ashmore was badly bruised.

December 23, 1881.—A fire broke out in the Boston and Troy railway post-office, destroying some sacks of paper mail. It was extinguished before any material damage was done.

December 24, 1881.—Mail sack was thrown against the station-house at Pataskala, Ohio, rebounding and falling under the cars. The sack was badly damaged, but the contents were saved.

December 27, 1881.—Mail car No. 1 on the Texas and Saint Louis Railroad was burned near Wheatville, Tex. All the mail, with the exception of one registered package, was saved and delivered.

December 28, 1881.—Train No. 2, with postal car, collided with helper engine. No damage was done to the mail, but Route Agent S. N. Jackson was severely bruised in jumping from the car.

January 1, 1882.—The baggage car on train No. 5, Canada Southern Railroad, was totally destroyed by fire this morning. It contained all the letter and paper mail for Michigan. The letter mail was very badly

damaged by the water, while the paper mail was almost totally ruined. What was saved was sent to the Detroit post-office and there delivered.

January 1, 1882.—Baggage car on train No. 5, Pacific Express, caught on fire between Highgate and Ridgetown, and a number of bags containing mail matter were destroyed.

January 2, 1882.—The train of the Boston and Albany railway post-office, while passing a point $1\frac{1}{2}$ miles east of Wells, Me., broke through an iron bridge, causing the rear passenger cars to crush in the end of the postal car, which almost immediately took fire. The postal car and mail, with exception of one pouch, four registered packages, and books for record of registered mail, and a few letters picked up from the floor, were burned to ashes. N. G. Giddings, head clerk in charge of the postal, was bruised about the face, and, in endeavoring to save the mail, had his hair and whiskers singed by the fire.

January 5, 1882.—Mail bag was thrown from train at Cartersburgh, Ind., in such a manner that it was drawn under the cars and cut to pieces. Most of the mail was ruined.

January 6, 1882.—Mail car on Quincy and Trenton route was ditched near Milan. Route Agent John W. Potter was slightly injured. All the mail was saved and forwarded.

January 6, 1882.—Pouch thrown off at Stockwell, Ind., was drawn under the train and cut to pieces, badly damaging the contents.

January 15, 1882.—An accident occurred to train No. 50, Virginia Midland Railroad, near Rockfish, Va., in which the engineer was killed outright and the fireman very severely injured. Route Agent James W. Gleeson was thrown on his face, sustaining painful bruises. The mail was all saved and transferred to another train.

January 17, 1882.—Mail car of West Lebanon, Ind., and Le Roy, Ill., line was thrown off the track at Hedrick, Ind., and overturned. The letter mail was soaked with oil from an overturned can, but was all collected and forwarded to destination.

January 20, 1882.—Mail car of route from Fargo to Bismarck was thrown from the track near Spiritwood, Dak., and partially destroyed by fire. About half a dozen letters were entirely consumed and nineteen so badly defaced that they were unreadable. The balance of the mail was unharmed and properly forwarded.

January 21, 1882.—The railway post-office trains on the Charleston and Savannah Railroad collided near Adams Run, S. C., some 27 miles from Charleston, S. C. The south-bound postal car, No. 40, was in charge of Head Clerk H. A. Fox, Clerk B. H. Craft, and Acting Route Agent George E. Osborne. The north-bound postal, No. 43, was in charge of Clerk W. H. Burbridge, accompanied by Chief Head Clerk Mansfield. The two postal cars were completely demolished. Head Clerk Fox was instantly killed, Clerk W. H. Burbridge fatally wounded (since died), Acting Route Agent George A. Osborne fatally wounded (since died), Chief Head Clerk R. E. Mansfield seriously injured in the back and scalded, and Clerk B. H. Craft (colored) seriously wounded. His left arm was broken, left knee-cap dislocated, both feet crushed, left leg broken, contusion of right side. This man has recovered and is now on duty, October 10, 1882. The colored fireman, Bradley Scott, was killed. It is believed that all the mail was saved and properly forwarded.

January 26, 1882.—Sack of paper mail was thrown from train No. 1, Pittsburgh, Cincinnati and Saint Louis Railroad, at Dresden, Ohio, and drawn under the cars and badly damaged. About thirty papers were destroyed.

January 28, 1882.—The catcher pouch was thrown from the Saint Albans and Boston railway post-office at Danbury, N. H., bounding back under the train. The pouch was completely destroyed, together with its contents. Besides the ordinary mail, it contained a registered package from Chicago, Ill., said to contain \$24.

January 31, 1882.—Tie-sack containing paper mail for Marseilles, Ind., was thrown from the Chicago and Iowa City railway post-office at the depot at that place, bounding back and falling under the cars, where it was badly cut. The contents were partially destroyed.

February 1, 1882.—The catcher pouch for Grafton, Mass., thrown from the Boston and Albany railway post-office, was carried on to Westborough, having fallen under the train at Grafton. The pouch and contents were very badly damaged.

February 2, 1882.—Pouch thrown from Boston and Troy railway post-office at North Leominster, Mass., bounded under the train and was carried to Fitchburgh, Mass. The paper mail was destroyed, but the letter mail was saved.

February 3, 1882.—Postal car No. 75, Chicago and Cincinnati railway post-office, was badly wrecked at Montmorency, Ind., on account of engine going off the track. Mail was all saved, but in a very demoralized condition, a large number of letters being saturated with oil from broken lamps. The mail was gathered up and turned into the Chicago post-office.

February 5, 1882.—The night express on the Chicago and Iowa City route ran over a tie-sack at the depot at Marseilles, Ind., ruining the sack and its contents.

February 7, 1882.—The mail train upon the Texarkana, Ark., and Whitesborough, Tex., route (Transcontinental Division Texas and Pacific Railway), was wrecked near Honey Grove, Tex. The locomotive and mail car went through a bridge falling some thirty feet, killing the engineer and fireman. Substitute Route Agent J. H. Smith was buried in the wreck and had to be cut out to be released. His injuries were not serious. The mails were saved without material damage.

February 7, 1882.—Mail sack thrown from train No. 1, Albany and New York railway post-office, at Yonkers, struck a snow-bank and bounded back under the train. The sack and its contents were entirely destroyed.

February 7, 1882.—The catcher pouch was knocked from the crane at East Orange, N. J., and was run over by the cars, partially destroying the pouch and its contents.

February 10, 1882.—Pouch for Thompsonville, Conn., thrown from the Boston and New York railway post-office, struck the gate at the street-crossing at Thompsonville, rebounding under the cars. The pouch was very badly damaged and a number of papers destroyed. The letter mail was uninjured.

February 15, 1882.—Washington and Charlotte railway post-office ran into a land slide near Orlando, Va., on the Virginia Midland Railroad, resulting in the death of the engineer and injuring the fireman and head clerk, James M. T. Gleeson. No mails were lost or damaged. Mr. Gleeson was incapacitated from duty for 29 days.

February 16, 1882.—Mail thrown from train No. 1, Albany and New York railway post-office, at Rhinecliff, N. Y., was run over by the cars and badly damaged.

February 19, 1882.—Mail train leaving Charlotte for Wilmington, N. C., was thrown from the track by a broken rail. The mail car was overturned and considerably broken up. The mail was slightly damaged and Route Agent H. T. Rollins somewhat injured.

February 22, 1882.—Pouch from Chicago and Burlington railway post-office thrown off at Burlington, Iowa, was run over by switch-engine at that point and a small portion of the contents damaged.

February 27, 1882.—The Chicago and Cincinnati railway post-office leaving Chicago at 8 p. m. collided with a freight train at Homewood, Ill., the postal car being badly wrecked. No mail was lost or damaged.

March 1, 1882.—Train No. 110 was wrecked near Toll Gate, Va., and the baggage car in which there were some sacks of paper mail was burned, together with the mail it contained.

March 4, 1882.—Pouch thrown from the Chicago and Saint Louis railway post-office, night line, for the day line at Chicago, Ill., was caught by the engine of an incoming train and cut, and a portion of the contents totally destroyed.

March 6, 1882.—The Chicago and Cedar Rapids railway post-office, night line, leaving Chicago at 9.30 p. m., when near the limits of the city, collided with a freight train. The engine of the latter had become unmanageable and was coming down the track at a rapid rate, the engineer and fireman having jumped off to save their lives. As a result of the collision the engine was driven some 6 feet into postal car No. 13. Head clerks, S. O. Prickett, night line, and Frank Sutton, day line, were at work at the letter case in this end of the car. They were driven back under a section of the paper rack. Sutton had both thighs somewhat sprained, right foot bruised, back of head cut, and was generally bruised. Prickett was injured very slightly. Clerk C. L. Shaffer and Assistant Clerk L. S. Manville were not injured in any way. The car at once took fire and its interior was pretty effectually destroyed. The registered matter was saved, together with twenty packages of letters. The balance of the mail was destroyed, as was also the personal property the clerks.

March 7, 1882.—The Knoxville and Caryville agent ran off the track and fell through a trestle, wrecking the train. All the mail was saved. Route Agent J. W. Ault was considerably bruised.

March 17, 1882.—Pouch thrown from the Chicago and Cincinnati railway post-office at Weisburgh, Ind., was drawn under the train and dragged 4 miles. The pouch and contents were entirely destroyed.

March 20, 1882.—A fire was discovered in the postal car at Keokuk, Iowa (Keokuk and Saint Louis line), and before it was extinguished one sack of paper mail was entirely burned and two others somewhat injured. The rest of the mail was saved.

April 17, 1882.—The mail car on the route between Leavenworth and Clay Centre, Kans., was ditched 5 miles west of Garrison. Route Agent T. L. Johnson was slightly bruised. No mail was damaged.

April 18, 1882.—As the east-bound train on the Indianapolis and Peoria route was pulling into Ogden, Ill., the brakes would not work, and the train ran by the station into a freight train that was standing partly on the main track. J. Baker and L. Green, clerks on the mail car, were severely cut and bruised. The mail was saved.

May 4, 1882.—The Jacksonville and Chattahoochee railway post-office collided with a log train near White House, Fla. The engineer and fireman were instantly killed, and Route Agent A. C. Lightbourne was bruised about the body. The mail was saved and taken back to Jacksonville.

May 5, 1882.—Mail car on the Logansport and Warsaw line, bound west, went through a bridge near Burnside, Ill. Route Agent E. V. Cox, who was on duty at the time, went down with the car, which landed in about 10 feet of water, and was carried through one of the

windows by the force of the current. He returned as soon as possible, and saved all of the mail that could be recovered. About one-fourth of the mail was swept away, and the paper mail was so thoroughly soaked that it was of no account whatever.

May 11, 1882.—Mail train, south bound, on the Kansas and Texas Division of the Missouri Pacific Railway, was wrecked in a collision near Oswego, Kans., by a runaway engine. The tender to engine of mail train was partially telescoped into the postal car, entirely demolishing the letter cases and damaging a portion of the mail. Head Clerk J. S. Weaver, Hannibal and Denison railway post-office, was bruised considerably. Assistant Railway Postal Clerk H. Kendall escaped without injury.

May 11, 1882.—Mail train on the Memphis and Little Rock Railway was wrecked near Carlisle, Ark., the mail car being ditched and turned completely over. Some empty canvas sacks caught fire and were consumed, and a small quantity of letter and paper mail was damaged by the oil from broken lamps. The engineer, fireman, and two express messengers connected with the train were more or less injured, but Route Agent H. C. Chase escaped with very little injury.

May 19, 1882.—The Charleston and Jacksonville railway post-office, when near Jacksonborough, S. C., struck a cow and was badly wrecked. The engineer, conductor, and fireman were injured, but the clerk in charge of the postal car escaped uninjured. The mail was saved, and transferred to another car and forwarded to destination.

May 19, 1882.—The mail train on the Gunnison Division of the Denver and Rio Grande Railway was wrecked by being derailed, the engine, mail and baggage car, and all the passenger coaches being overturned. The letter mail was considerably soiled, but not so badly as to render it unreadable. All the mail was forwarded to destination.

May 20, 1882.—Train No. 42, Richmond, Fredericksburgh, and Potomac Railroad, when near Richmond, Va., collided with a freight train on side track, damaging the postal car, and crippling Clerk B. M. Laws, and slightly injuring Head Clerk J. Q. West, and E. Thompson, a clerk in Superintendent Vickery's office. The mail sustained no damage.

May 31, 1882.—West-bound train on Texas and Pacific Railway (Texas, Ark., and El Paso, Tex., route) was wrecked near Colorado, Tex., by the breaking of wheel of forward truck of locomotive when approaching a bridge, and the engine, mail and express cars were thrown from the track, breaking through the bridge, falling some 25 feet. Route Agent S. A. Stuart, who was on duty at the time, was very seriously bruised and scalded. The mail was saved and forwarded, though a part of it was in bad condition.

June 9, 1882.—Mail car No. 51, Calmar and Mitchell railway post-office, bound west, was wrecked at Canton, Dak. The route agent, Butler Lowny, was obliged to cut himself out of the car. The registered mail was all saved, together with most of the ordinary mail, some of it being damaged by oil and water.

June 16, 1882.—The Clarksburgh and Weston railway post-office ran off the track at Loveberry Bend, W. Va., about 2 miles south of Clarksburgh, and fell over a trestle, taking with it the mail car and the entire train. Route Agent Benjamin W. Jackson saved himself by jumping from the car. There were two persons killed outright in the accident and sixteen persons more or less injured. The mails were saved and properly forwarded.

June 19, 1882.—Train No. 52, leaving Washington, D. C., yesterday, was wrecked at 7 o'clock this morning at Fall Creek, Va., about 6½

miles north of Danville, in a collision with a freight train. The mail was secured and forwarded to Danville. Messrs. Cook, Larrabee, and Carr, the clerks on duty in the postal car, were knocked about and cut and bruised, but not seriously.

June 29, 1882.—The Chicago, Foreston and Dubuque railway post-office was wrecked a short distance east of Maryland, Ill., the track having been washed out by a terrible rain-storm and water-spout. Head Clerk Best and O. M. Welch were on duty at the time. Mr. Best was thrown out of the car into 5 feet of water, and a package of letters which he had in his hand was lost. He was not injured, nor was Mr. Welch. All of the mail was badly damaged by the water, but it was secured and forwarded to the Chicago post-office.

RECAPITULATION.

Number of casualties.....	83
Employés killed	3
Seriously injured.....	16
Slightly injured	20
Total killed and wounded	39

TABLE I'.—*Recapitulation of casualties in the railway mail service from 1875 to 1882.*

Year ended June 30.	Total number of clerks.	Number of casualties.	Number of clerks killed.	Number of clerks seriously wounded.	Number of clerks slightly wounded.	Remarks.
1875.....	2,238	*	1	*	*	* Not reported.
1876.....	2,415	1	1	*	*	
1877.....	2,500	27	2	10	4	
1878.....	2,608	36	2	15	3	
1879.....	2,609	35	3	14	13	
1880.....	2,946	26	0	14	15	
1881.....	3,177	62	7	15	22	
1882.....	3,570	83	3	16	20	
Total		269	19	84	77	

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

FOR THE

FISCAL YEAR ENDED JUNE 30, 1882.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1882.

SIR: I have the honor to submit the following report and accompanying tables, numbered from 1 to 19, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1882, viz:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1882, compared with the fiscal years ended June 30, 1881, and June 30, 1880.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1882, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1882.

No. 5. Statement showing receipts and disbursements at depository post-offices for the fiscal year ended June 30, 1882.

No. 6. Statement showing the issue in detail of all of the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1882.

No. 7. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1882.

No. 8. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards by denominations for the fiscal year ended June 30, 1882.

No. 9. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the year ended June 30, 1882, over those of the preceding year.

No. 10. Statement showing dead mail matter treated in the division of dead letters during the year ended June 30, 1882.

No. 11. Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1882.

No. 12. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the year ended June 30, 1882.

No. 13. Statement showing the number of foreign dead letters, &c., received and disposed of during the year ended June 30, 1882.

No. 14. Statement showing the number of pieces of dead mail matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1882.

No. 15. Statement showing the number, classification, and disposition of dead registered letters, &c., during the year ended June 30, 1882.

No. 16. Statement showing the number of registered letters and parcels from each State and Territory in the United States transmitted through the mails during the year ended June 30, 1882.

No. 17. Statement showing the number and value of registered letters and packages forwarded for the Post-Office Department and Treasury Department during the fiscal year ended June 30, 1882.

No. 18. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1882, over the preceding year.

No. 19. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington, during the fiscal year ended June 30, 1882.

FINANCIAL STATEMENT.

The receipts and expenditures of the department during the fiscal year ended June 30, 1882, were as follows:

Receipts:	
Letter postage, paid in money	\$97,585 32
Box rents	1,652,132 21
Fines and penalties	20,426 99
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards	39,703,357 00
Dead letters for which no claimants could be found	7,657 63
Net revenue from money-order business	360,767 35
Miscellaneous	34,483 65
Total	41,876,410 15
The expenditures for the service of the year were	40,039,634 75
Excess of receipts	1,836,775 40

In addition to the expenditures for the service of the year, the sum of \$442,386.48 was paid on account of indebtedness of previous years, making the total amount expended during the year \$40,482,021.23. Of the \$442,386.48 above, \$399,314.58 was for the service of the fiscal year ended June 30, 1881, which, added to the amount previously paid (\$39,251,736.46), as shown in the annual report of the Postmaster-General for 1881, makes the total expenditures thus far made on account of that year \$39,651,051.04. The outstanding liabilities for service of the year ended June 30, 1882, have been placed, at a close estimate, at \$328,550.46, which, added to the amount already paid (\$40,039,634.75), would make the total expenditures and liabilities for the year \$40,368,185.21, an excess of \$717,134.17, or 1.8 per cent., over the amount thus far paid for the service of the year ended June 30, 1881.

In the single item of compensation to postmasters, which is regulated by law, the increased expenditure was \$665,933.93, leaving only \$51,200.24 as the aggregate increase in all the remaining items.

In Table No. 2, which accompanies this report, will be found a detailed statement by quarters of the receipts and expenditures for the fiscal year ended June 30, 1882, and a comparison of the same with the two years immediately preceding.

The gross receipts for the year were \$5,091,012.18, or 13.8 per cent., more than those of the preceding year. The increase from the sale of postage-stamps, stamped envelopes, and postal cards was \$4,867,611.90,

or 13.9 per cent.; from box rents and branch offices, \$152,682.34, or 10.1 per cent.; from proceeds of money-order business, \$65,185.96, or 22 per cent.; from fines and penalties, \$4,675.55, or 29.6 per cent.; from dead letters, \$1,073.23, or 16.2 per cent.; and from "miscellaneous" sources, \$3,007.11, or 9.5 per cent. There was a decrease of \$3,223.91, or 3.1 per cent., in the amount of letter postages paid in money.

In Table No. 3 will be found a statement showing the appropriations by items for the service of the last fiscal year, and the amounts expended out of the same. The total amount appropriated was \$43,542,697.83, covering forty-four specific items. In three of these items the full amounts appropriated were expended; in thirty-seven items there were unexpended balances aggregating \$3,512,513.11; and in the remaining four items the expenditures exceeded the appropriations in the total sum of \$9,450.03, leaving a net excess of appropriations over expenditures of \$3,503,063.08. The largest single unexpended balance was in "star service," the appropriation for which was \$7,900,000, the expenditure \$5,704,466.33, and the amount left unexpended \$2,195,533.67.

The appropriation for mail transportation by railroads was \$10,608,282, of which \$10,286,085 was expended, leaving an unexpended balance at the close of the year of \$322,197. The expenditure for railroad transportation does not, however, cover the entire cost of that service, the law, as construed by the officers of the Treasury (see v. 20, Stat., p. 420), providing that the earnings of certain of the Pacific railroads for mail transportation shall not be treated among the expenditures of the Post-Office Department. The circumstances of the case are, briefly, that to aid in the construction of certain railroad lines to the Pacific Ocean the United States, by various acts of Congress, issued to the companies constructing these lines large amounts of bonds, the principal of which, with the interest, was to be reimbursed at maturity. To assist in securing the payment of this indebtedness the government was authorized to withhold a portion or all of the earnings of the several roads for transporting the mails, &c., and to credit the companies with the amounts thus withheld in the accounts between them and the Treasury. Prior to 1879 the moneys so earned by these companies for transporting the mails were paid out of the usual appropriations for the service of the Post-Office Department by warrants in favor of the Secretary of the Treasury, and were, therefore, included in the expenditures of the department. Since that year, however, under the requirements of the act of Congress of March 3, 1879, before referred to, the amounts have been merely certified to the Register of the Treasury by the Auditor for the Post-Office Department, and credited on the books of the Treasury Department to the companies in their accounts with the government for principal and interest of the bonds. The amounts thus certified, as will appear from the Auditor's reports, have been as follows:

For fiscal year ended June 30, 1879.....	\$712,209 31
For fiscal year ended June 30, 1880.....	995,604 93
For fiscal year ended June 30, 1881.....	1,100,689 65
For fiscal year ended June 30, 1882.....	1,214,185 37

Of the \$1,214,185.37 certified during the last fiscal year \$36,011.32 was for previous years, leaving the net amount for the service of the year \$1,178,174.05.

Under the law referred to none of the above amounts were included in the postal expenditures for the years to which they severally belong. The amounts cover the entire earnings of the several companies for carrying the mails, together with those of their branch and leased lines.

AMOUNT DRAWN FROM THE TREASURY.

The only sum drawn from the general Treasury during the year was the following, in accordance with special appropriation made by Congress:

To pay schedule claims authorized by act approved August 5, 1882 (Statutes, Public No. 205, pp. 27 and 30), for the service of the year 1879 and prior years, as appears more fully by the report of the Auditor, \$6,595.12.

CONDITION OF DEFICIENCY APPROPRIATIONS.

The following statement shows the condition of appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1882, the amount appropriated from the Treasury to supply deficiencies in the postal revenue was \$2,152,258, which sum is still in the general Treasury, subject to requisition. As the postal revenues will undoubtedly prove sufficient to meet all the obligations, paid and unpaid, incurred during the year, the whole amount of the appropriation will remain in the Treasury, and by operation of law will cease to be available after the 30th of June, 1884.

2. For the fiscal year ended June 30, 1881, the amount appropriated out of the general Treasury to supply estimated deficiencies in the postal revenue was \$3,883,420, of which \$1,402,290.65 was left unexpended at the close of that year, \$883,420 being still in the Treasury undrawn, and \$518,870.65 in the hands of the Treasurer, subject to draft. Of this latter sum \$399,314.58 has since been expended on account of the service for the year ended June 30, 1881, leaving a total balance of \$1,002,976.07 still available for that year.

BAD DEBTS.

As will appear by the report of the Auditor, the postal revenue was charged during the last year with the following:

1. Amount of bad debts	\$136,548 90
2. Amount of balances compromised	6,733 98
	<hr/>
	143,282 88
Less amount of credits on suspended accounts	2,817 53
	<hr/>
Balance	140,465 35

Of this amount \$133,672.84 accrued between 1789 and 1856, the suspended accounts for that period having been reviewed and finally closed by the Auditor during the past year. The whole amount, however, constitutes a charge against the postal revenue for the year ended June 30, 1882.

TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury and post-office depositories during the last fiscal year may be briefly stated as follows:

At Treasury depositories:	
Balance subject to draft June 30, 1881	\$3,651,905 38
Outstanding warrants June 30, 1881	61,337 60
Aggregate deposits during the year ended June 30, 1882	21,156,070 52
	<hr/>
Total	24,869,313 50
Amount of warrants paid during the year	19,053,307 65
	<hr/>
Balance at depositories June 30, 1882	5,816,005 85
Outstanding warrants June 30, 1882	80,160 46
	<hr/>
Balance subject to draft June 30, 1882	5,735,845 39

Transactions at these depositories in detail, with amount of increase or decrease as compared with the previous years are shown in Table No. 4, accompanying this report.

At post-office depositories:	
Balance subject to draft June 30, 1881.....	\$685, 178 69
Less credit balance June 30, 1881	122 26
	<hr/>
	685, 056 43
Aggregate receipts during the quarter ended September 30, 1881.....	2, 728, 551 15
	<hr/>
Total	3, 413, 607 58
Disbursements during the quarter	\$1, 830, 711 98
Transferred to other depositories.....	1, 582, 895 60
	<hr/>
	3, 413, 607 58

On the 30th September, 1881, the post-office draft system was abolished, and the eighty-six draft offices then existing were discontinued as such. On October 1, 1881, the warrant system was extended to include all payments made to creditors of the department, except postmasters having balances due them, and excepting also the disbursements made under the authority of law by postmasters.

Table No. 5, submitted with this report, exhibits the receipts and disbursements at the different post-office depositories in detail.

CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 3,865 contracts for mail service received from the Second Assistant Postmaster-General, and 19,210 orders of the Postmaster-General (of which 9,605 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders, being a decrease of 1,442 contracts and an increase of 3,936 orders as compared with the previous year. The contracts and orders were entered upon the books of the division of finance for reference when acting upon reports from the Auditor for the payment of mail contractors and other creditors of the department. The number of such reports received and acted upon during the year was 45,537, an increase of 3,490 over the previous year.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-nine designated depositories, involving the sum of \$20,998,144.72, against which 38,851 warrants were issued. Accounts were also kept with eighty-six post-office depositories, involving the sum of \$3,413,607.58, of which \$978,430.24 arose from the proceeds of the depository offices themselves and \$1,750,120.91 from deposits by other offices. Against the accumulations in the depository offices 6,786 drafts were issued, amounting to \$1,433,973.85. In addition to the amount paid out by draft, the sum of \$396,738.13 was paid to route agents, railway post-office clerks, mail messengers, and letter-carriers, by the postmasters authorized to make such payments, the accounts for which were rendered monthly to this office.

ESTIMATES FOR 1884.

The postal revenue for the year ending June 30, 1884, is estimated at..	\$50, 670, 456 27
The expenditures for the year, as shown in the estimates that have been approved by the Postmaster-General, are placed at.	46, 741, 111 25
	<hr/>
Leaving an estimated surplus of revenue of	3, 929, 345 02

In estimating the revenue allowance is made for an annual increase of 10 per cent. on the revenue of the last fiscal year, making the estimated revenue for the present year \$46,064,051.16, and for the next year

\$50,670,456.27, as stated above. There was an increase of revenue for 1880 over 1879 at the rate of 10.8 per cent., for 1881 over 1880 of 10.4 per cent., and for 1882 over 1881 of 13.8 per cent. The returns from a large number of the principal offices for the quarter ended September 30 of the present year indicate an increase of nearly 12 per cent. over the corresponding quarter of last year. The full amounts of the estimates are likely to be realized, unless there should be unexpected reverses in the business prosperity of the country, or changes in the existing classification of mail matter and the rates of postage, injuriously affecting the postal revenue.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The aggregate appropriations for the service of this office for the year ended June 30, 1882, were \$1,074,544.35, of which \$909,982.03 was expended, leaving an unexpended balance of \$164,562.32, or 15.3 per cent. of the total amount appropriated. The expenditures for the year were only \$22,428.94, or a little more than 2.5 per cent., over those of the preceding year. This slight excess, in face of the large increase in the supplies for which the expenditures were principally incurred, was owing to new contracts entered into at the beginning of the last fiscal year at reduced rates for adhesive postage-stamps and postal cards. The old contracts superseded others at still higher rates existing up to the 30th of June, 1877, so that the expenditures of this office for the year ended on that date were only \$64,675.20, or 7 per cent., less than those for the fiscal year ended June 30, 1882, while the total number of postage-stamps, stamped envelopes, postal cards, and official envelopes issued during the latter year was 701,982,969, or 65.2 per cent., in excess of the total number issued for the year 1877. The estimates for the next fiscal year, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The operations of this division during the year may be summarized as follows: The number of ordinary postage-stamps issued to postmasters for sale to the public during the year was 1,114,560,330, valued at \$28,679,528; of newspaper and periodical stamps, 2,214,893, valued at \$1,602,069.70; of postage-due stamps, 11,375,310, valued at \$352,170; of official postage-stamps, 2,319,555, valued at \$139,991.75; of ordinary stamped envelopes, plain, 114,774,700, valued at \$2,994,868.82; of stamped envelopes bearing a printed return request, 100,704,250, valued at \$3,163,894.85; of newspaper wrappers, 41,086,500, valued at \$500,208.80; of postal cards, 351,498,000, valued at \$3,516,015; and of official stamped envelopes and wrappers issued to the War Department for official use, 2,037,500, valued at \$29,306.50; making a total number of 1,740,571,038, and a total value of \$40,978,053.42.

These issues show an increase in value over those of the preceding year as follows: Of ordinary postage-stamps, \$4,638,901, or 19.2 per cent.; of newspaper and periodical stamps, \$203,395.70, or 14.5 per cent.; of postage-due stamps, \$97,777, or 38.4 per cent.; of official postage stamps, \$32,214.43, or 29.8 per cent.; of ordinary stamped envelopes, plain, \$347,301.08, or 13.1 per cent.; of ordinary stamped envelopes, return request, \$539,413.10, or 20.5 per cent.; of newspaper wrappers, \$69,054.20, or 16 per cent.; and of postal cards, \$429,410, or 13.9 per cent. There was a decrease in the issue of official stamped envelopes

and wrappers for the use of the War Department amounting to \$4,849, or 14.1 per cent.

The total increase in the value of all the issues was \$6,352,617.51, or 18.3 per cent.

In addition to the foregoing articles, there were issued for official use 9,711,500 registered package envelopes, 835,750 tag envelopes for registered parcels, 23,724,300 post office envelopes, 1,025,000 envelopes for returning dead letters, 285,000 international money-order envelopes, and 1,395,000 departmental envelopes for the use of the several bureaus of this department.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps	135, 530
For newspaper and periodical stamps	10, 840
For postage-due stamps	13, 689
For stamped envelopes, plain	64, 400
For stamped envelopes bearing a return request	79, 322
For postal cards	78, 431
For official postage-stamps and stamped envelopes	29
For registered-package envelopes	54, 754
For tag envelopes for registered packages	1, 370
For post-office envelopes	24, 802
For newspaper and periodical receipt-books	1, 543
Total	464, 710

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps	139, 413
Of postage-due stamps	13, 685
Of newspaper and periodical stamps	9, 825
Of stamped envelopes, plain	94, 862
Of stamped envelopes, printed	72, 362
Of postal cards	85, 065
Of official postage-stamps	26
Of official stamped envelopes	86
Of registered-package envelopes	56, 850
Of tag envelopes for registered packages	1, 370
Of post-office envelopes	31, 802
Of newspaper and periodical receipt-books	1, 543
Total	506, 889

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1898.	Requisitions filled during fiscal year ended June 30, 1891.	Increase.
For ordinary postage-stamps	135, 530	128, 502	7, 028
For postage-due stamps	13, 689	8, 846	4, 843
For newspaper and periodical stamps	10, 840	10, 021	819
For stamped envelopes, plain	64, 400	60, 462	3, 938
For stamped envelopes, printed	79, 322	69, 153	10, 169
For postal cards	78, 431	71, 420	7, 011
For official postage-stamps and stamped envelopes	29	33	*4
For registered-package envelopes	54, 754	52, 103	2, 651
For tag envelopes	1, 370	56	1, 314
For post-office envelopes	24, 802	23, 259	1, 543
For newspaper and periodical receipt-books	1, 543	7, 013	*5, 470
Total	464, 710	430, 868	133, 842

* Decrease.

† Or 7.8 per cent. net increase.

POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 78,255,164 pounds, or 39,127 $\frac{11}{16}$ tons, the postage on which was \$1,565,103.28, an increase of \$166,054.64, or 11.15 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year is 5,080, an increase of 259, or 5.37 per cent., over the number for the previous year.

The following table shows the number of pounds of newspapers and periodicals mailed during the year and the amount of postage collected thereon at sixteen of the principal post-offices in the United States:

Post-office at—	Year ended June 30, 1881.		Year ended June 30, 1882.		Increase for 1882.			Percentage of total amount collected in the United States.
	No. of pounds of matter.	Amount of postage collected.	No. of pounds of matter.	Amount of postage collected.	In number of pounds.	In amount of postage.	Percentage of increase.	
New York, N. Y.	19,340,898	\$386,817 96	21,279,330	\$425,586 60	1,938,432	\$38,768 64	10.0	27.19
Chicago, Ill.	7,008,925	140,078 50	7,761,695	155,233 90	757,770	15,155 40	10.8	8.92
Boston, Mass.	4,163,075	83,281 50	4,819,700	96,394 00	656,625	13,112 50	15.3	6.16
Philadelphia, Pa.	3,609,202	70,184 04	4,228,539	84,570 78	719,337	14,386 74	20.5	5.43
Saint Louis, Mo.	3,223,492	64,469 84	3,472,243	69,444 86	248,751	4,975 02	7.7	4.44
Cincinnati, Ohio.	2,774,289	55,485 78	2,786,313	55,726 26	12,024	240 48	.4	3.56
Augusta, Me.	3,251,388	65,027 76	2,572,055	51,441 10	*679,333	*13,586 66	*20.9	3.28
San Francisco, Cal.	1,197,029	23,940 58	1,346,873	26,937 46	149,844	2,996 88	12.5	1.71
Detroit, Mich.	1,069,023	21,380 46	1,133,707	22,674 14	64,684	1,293 68	6.0	1.45
Milwaukee, Wis.	848,461	16,969 22	965,201	19,304 02	116,740	2,334 80	13.8	1.23
Louisville, Ky.	904,042	18,080 84	956,564	19,131 28	52,522	1,050 44	5.8	1.22
Cleveland, Ohio.	878,119	17,562 38	779,541	15,590 82	*98,578	*1,971 56	*11.2	.99
Pittsburgh, Pa.	715,519	14,310 38	793,918	15,878 36	78,399	1,567 98	10.9	1.01
Saint Paul, Minn.	552,632	11,052 64	751,243	15,024 86	198,611	3,972 22	39.9	.96
Toledo, Ohio.	704,063	14,081 26	716,472	14,329 44	12,409	248 18	1.8	.92
Baltimore, Md.	614,091	12,281 82	674,816	13,496 32	60,725	1,214 50	9.9	.86
	50,749,248	1,014,984 96	55,038,210	1,100,764 20	4,288,962	85,779 24	8.4	70.33

* Decrease.

Since January 1, 1875, the postage on newspapers and periodicals mailed by publishers and news agents to regular subscribers or news agents has been prepaid at pound rates. The matter is weighed in bulk, and the postage paid with special adhesive stamps, officially designated as newspaper and periodical stamps. A receipt is given the publisher or news agent for each consignment of matter, and the proper amount of stamps is affixed to the stub in the receipt-book, on which is also entered a memorandum showing the name of the publication the date of mailing, the weight of matter, and the amount of postage collected. The postmaster is required to render a quarterly statement to this office showing the total weight of matter mailed and amount of postage collected from each publisher and news agent during the quarter. The stamps are charged to the postmaster's account when issued, and if affixed to the stubs and canceled, the revenue is secured to the government. To insure this postmasters are required at the close of each quarter to send the stubs used during the quarter to this office, where they are carefully examined and compared with the memorandum entries and with the quarterly statements. Discrep-

ancies are not infrequently discovered, and postmasters are required to make good all deficiencies. But undoubtedly the most important benefit of requiring the return of the stubs is in admonishing postmasters to properly apply and cancel the stamps, when, through neglect or design, this duty would often be omitted if the stubs were permitted to remain in the post-office. The examination of the stubs of course imposes much labor, but the expenditure is well repaid. During the last year examinations were made of the stubs in 22,432 receipt-books, and 19,032 quarterly statements were examined and recorded. The sum of \$1,733.55 was collected at proper rates from publishers and news agents on matter mailed but not entitled to go as second-class matter.

NEW CONTRACT FOR STAMPED ENVELOPES AT REDUCED PRICES.

During the year the preliminary steps were taken for obtaining a new contract for stamped envelopes and newspaper wrappers, the old contract expiring on the 30th September. Substantially the same course was pursued as when the late contract was entered into, four years ago. Under date of May 1, 1882, advertisements were published in various newspapers in the principal cities, inviting sealed proposals from envelope manufacturers, until 12 m. of the 8th day of June, for all the stamped envelopes and wrappers that the department might order during the contract term of four years, commencing on the 1st October. Full and explicit specifications as to the requirements accompanied the blank form of proposals furnished to bidders, to which were attached samples of the various sizes and grades called for. The standards of the several grades of paper were prescribed, the character of the materials entering into their composition, the weight per ream of specified sizes, and other particulars connected with the manufacture of the paper being fully set forth. Other specified requirements related to the manufacture of the envelopes and wrappers, the preparation and control of the dies for embossing the stamps, the security of the building used for manufacture, the sufficiency of stock to be kept on hand, the place and manner of delivery, the mode of packing for shipments, the destruction of spoiled work, the manner of inspection by the agents of the department, and, in short, to all the particulars needful to secure the interests of the government in connection with the contract. Bids were to be made for each item separately, and it was provided that the award should be made as a whole to the lowest responsible bidder in the aggregate on the basis of the actual number of each of the several kinds issued during the year ended March 31, 1882, the total issues of that year having aggregated 249,308,750 envelopes and wrappers. The forfeiture for failure of the successful bidder to enter into contract was placed under guarantee at \$50,000, and the penalty of the bond for non-performance of contract at \$200,000. On the day fixed for the receipt of bids (June 8) five sealed proposals were submitted, and on being opened and examined by the Postmaster-General and myself, in the presence of the bidders and others, the names of the bidders and the amounts of their respective bids, on the basis referred to, were found to be as follows:

1. The Plimpton Envelope Company, of Hartford, Conn., and the Morgan Envelope Company, of Springfield, Mass	\$456,197 58
2. White, Corbin & Co., of Rockville, Conn	461,842 90
3. The Holyoke Envelope Company, of Holyoke, Mass	464,421 21
4. Geo. F. Nesbitt & Co., of New York City	470,927 62
5. Wade H. Hill, of Worcester, Mass	476,586 40

The closeness in amount between these several bids bears evidence to the exactness with which the requirements of the contract were estab-

lished by the specifications. The lowest bidders were the Plimpton and Morgan companies, who had held the contract for the two previous terms of four years each, and the new contract was accordingly awarded to them. The contract was duly executed, and its performance, entered into on the 1st October, is now satisfactorily progressing. The prices in the new contract average a reduction of nearly 7 per cent. from those in the old one. The law requires that stamped envelopes shall be sold at the cost of procurement, as near as may be, and accordingly a new schedule of prices has been adopted for the sale of the envelopes to the public at reduced rates. The present reduction follows one of about 20 per cent. four years ago under the contract then made. Under the new schedule the best quality note size envelopes will be sold, exclusive of the postage value, at \$1.60 per 1,000; of full letter size, at \$2 per 1,000; of commercial size, at \$2.20 per 1,000; of extra letter size, at \$2.40 per 1,000; of official size, at \$3.60 per 1,000; and of extra official size, at \$4 per 1,000. The second quality envelopes are sold at 20 cents per thousand less than these prices, and the third quality envelopes at 20 cents per thousand less than the second quality, for corresponding sizes.

The full letter and extra letter sized ungummed envelopes for circulars are sold at \$1.20 and \$1.40 respectively, and the newspaper wrappers at \$1 per 1,000, in addition to postage.

To illustrate the great reduction in the price of stamped envelopes during the past few years, a letter size envelope, which in 1869 was sold at \$4.80 per 1,000, is now furnished in an equally good if not better grade at \$1.80 per 1,000. An extra letter size envelope, which then sold at \$6 per 1,000, can now be furnished in as good quality at \$2.40. The official size, then sold at \$8.60 per 1,000, is now offered in an equally good quality at \$3.40 per 1,000. The public has received the pecuniary benefits of these reductions, the envelopes being sold by the department, as before stated, at the cost of procuring them. Equally great reductions have been attained in the cost of other supplies. Adhesive postage-stamps, which in 1869 cost 27½ cents per 1,000, are now obtained at 9.19 cents per 1,000, and postal cards, first introduced in 1873, and then costing \$1.39½ per 1,000, are now procured at 54.43 cents per 1,000.

POPULARITY OF RETURN REQUEST SYSTEM.

The increasing popularity of the return request system is shown in the issues of stamped envelopes. The total number of stamped envelopes (excluding envelopes for circulars and newspaper wrappers) issued during the year ended June 30, 1877, was 129,199,450, of which 64,824,950, or 50.1 per cent., were plain and 64,374,500, or 49.9 per cent., were printed with special requests for return to writers. The issues for the year ended June 30, 1882 (excluding circular envelopes and wrappers), numbered 188,457,200, of which 87,752,950, or 46.5 per cent., were plain and 100,704,250, or 53.4 per cent., were printed with special requests to return. In other words, the increase in plain stamped envelopes from 1877 to 1882 was 35.3 per cent., while the increase in special request stamped envelopes was 56.4 per cent. No extra charge is made to the public for printing special return requests on stamped envelopes, but they are not furnished in lots of less than 500 each. The contract for stamped envelopes provides that the printing shall be done by the contractor without additional cost to the department.

NEW FIVE-CENT STAMP.

During the year a change was made in the design of the five-cent postage stamp, which is used mostly for correspondence with foreign countries. The following is a description of the new adhesive stamp: On a tablet is suspended an incised shield decorated with an oval of pearls forming a framework to the portrait of the late President of the United States, James A. Garfield, looking toward the left, engraved in line. At the base of the oval is a dark six-pointed star relieved by a white outline, and in the center the figure "5." Disposed on the right and left of the star flows a ribbon containing the legend "Five cents" in white Roman capitals. Below the star and ribbon, on the lower portion of the tablet, appear the words "U. S. Postage," engraved in dark letters. The color of the stamp is chocolate brown. The first issue of the new stamps was under date of April 10, 1882. The embossed stamp on the five-cent stamped envelopes has also been changed to pattern, as nearly as possible, after the design of the adhesive stamp. The new stamp is very much superior to the old one in style and workmanship, and it has been received with flattering expressions of popular approval.

DIVISION OF DEAD LETTERS.

The total number of pieces of mail matter received at the dead letter office during the year was 4,160,554, an increase of 486,349, or 13.2 per cent., over the number received during the previous fiscal year. The number remaining undisposed of at the close of the previous year was 124,731, making the total number in hand for treatment during the year 4,285,285, of which 4,225,685 were finally disposed of, and 59,600 were left on hand at the close of the year for further treatment. The following is the classification and number of pieces of matter in hand during the year:

Domestic mailed letters, including 3,049,952 ordinary unclaimed letters; 83,187 letters returned from hotels; 14,407 letters bearing fictitious addresses; 136,919 letters returned from foreign countries, and 4,124 registered letters	3,288,589
Domestic unmailable letters, comprising 275,240 held-for-postage letters; 954 letters containing unmailable articles; 274,715 misdirected letters, and 11,711 letters without address	562,620
Domestic parcels of third and fourth class matter	60,476
Letters mailed in foreign countries	356,237
Printed matter, samples, &c., mailed in foreign countries and returnable..	17,313
Total, as before	4,285,285

The following was the disposition primarily of the letters handled during the year:

Domestic mailed letters:	
Card and request letters delivered unopened	40,676
Letters opened	3,196,813
Letters left on hand	51,100
	3,288,589
Domestic unmailable letters:	
Held-for-postage letters forwarded to address unopened on receipt of postage	38,173
Held-for-postage letters opened	233,017
Held-for-postage letters left on hand to await return of notices	4,050
Letters containing unmailable articles opened	954
Misdirected letters forwarded unopened after correction of address	99,267
Misdirected letters opened	175,448
Letters without address opened	11,711
	562,620

Domestic third and fourth class matter:		
Parcels opened and returned	41,041	
Parcels opened and left on hand	15,633	
		56,674
Foreign matter:		
Letters delivered	351,837	
Letters still on hand	4,450	
Parcels of printed matter, samples, &c., returned unopened	17,313	
		373,600

MATTER OPENED IN DEAD LETTER OFFICE.

The following was the disposition of mail matter opened in the dead letter office:

Delivered:		
Letters containing money	16,213	
Letters containing drafts, checks, and other evidences of monetary value	23,828	
Letters containing receipts, paid notes, &c.	41,588	
Letters containing postage-stamps	49,577	
Letters containing nothing of value	526,179	
Photographs	33,796	
Parcels of merchandise, books, &c	41,041	
		732,222
Returned and awaiting evidence of delivery:		
Letters containing money	1,325	
Letters containing drafts, checks, &c	969	
Parcels of merchandise, books, &c	7	
		2,301
Under treatment looking to delivery:		
Letters containing money	1,454	
Parcels of merchandise, books, &c	15,633	
		17,087
Filed, upon failure to deliver:		
Letters containing money	3,550	
Letters containing drafts, checks, &c	800	
Letters containing receipts, paid notes, &c	3,143	
Letters containing postage-stamps	2,686	
Photographs	5,446	
Parcels of merchandise, books, &c	19,624	
		35,449
Destroyed:		
Letters containing nothing of value, including 89,900 letters forwarded to writers and returned upon failure to deliver	2,880,398	
Parcels containing magazines, pamphlets, fruit, cakes, seed, &c.	14,537	
		2,894,935

FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries:

Returned to country of origin:		
Registered letters	8,137	
Ordinary letters	336,623	
Parcels of printed matter, &c	17,197	
		361,957
Delivered to addressees:		
Registered letters	480	
Ordinary letters	203	
		683
Misdirected matter forwarded to corrected addresses:		
Ordinary letters	6,394	
Parcels of printed matter, &c	116	
		6,510
On hand under treatment:		
Registered letters	203	
Ordinary letters	4,247	
		4,450
Grand total		373,600

MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead letter office from foreign countries during the year, as undeliverable:

Registered letters	982
Ordinary letters	136,919
Parcels of printed matter, &c.....	24,581
	<hr/> 162,482

DEAD REGISTERED MATTER.

Included in the matter under treatment during the year were the following registered letters and parcels:

Number delivered to addressees or restored to senders	11,291
Returned to postmasters for delivery and awaiting receipts	35
Filed upon failure to discover ownership, subject to future reclamation.....	485
Total	<hr/> 11,811

VALUABLE INCLOSURES.

Evidence of the great value of the inclosures found in many of the letters and parcels received and opened at the dead letter office will be disclosed by an examination of Table No. 13 herewith. Among them were 19,989 containing money to the amount of \$44,326.65; 24,575 containing checks, drafts, money-orders, &c., representing a value of \$1,962,413.73; 90,842 containing merchandise, books, &c.; 52,463 containing postage-stamps; 44,731 containing receipts, paid notes, &c.; and 39,242 containing photographs. The articles of merchandise are of every conceivable kind, and often of rare interest and great value.

REVENUE FROM DEAD MATTER.

The sum of \$3,739.02 was received for postage on insufficiently prepaid letters forwarded to destination, and upon articles of third and fourth class matter returned to the senders, and \$7,457.63, taken from dead letters which could not be restored to the owners, was deposited in the Treasury to the credit of the Post-Office Department. Statistics more in detail concerning the operations of the dead letter office will be found in tables numbered from 10 to 15 hereto attached.

CHANGE IN TREATMENT OF HELD-FOR-POSTAGE LETTERS.

An important change in the mode of treating "held-for-postage" letters, and insufficiently prepaid articles of third and fourth class matter, was made by a formal order of the Postmaster-General, bearing date of May 11, 1882, to take effect on the 1st of July next ensuing. The law requires that, to be entitled to admission into the mails, domestic letters (of whatever weight) shall be prepaid to the extent of at least one full rate of postage, and that third and fourth class matter shall be prepaid in full. The statute (section 3937, Revised Statutes) with respect to letters is in the following words:

All domestic letters deposited in any post-office for mailing, on which the postage is wholly unpaid or paid less than one full rate as required by law, except letters lawfully free, and duly certified letters of soldiers, sailors, and marines in the service of the United States, shall be sent by the postmaster to the dead letter office in Washington. But in large cities and adjacent districts of dense population, having two or

more post-offices within a distance of 3 miles of each other, any letter mailed at one of such offices, and addressed to a locality within the delivery of another of such offices, which shall have been inadvertently prepaid at the drop or local letter of postage only, may be forwarded to its destination through the proper office, charged with the amount of the deficient postage, to be collected on delivery.

The mode of treating letters held under this law was described on page 255 of the Postmaster-General's Report for 1879, as follows:

Those that bear a name and address, or a business card, post-office box, or other designation by which the writer can be identified, are immediately restored to the owner, or his attention invited to the deficiency of postage by the postmaster at the mailing office. Of the balance, all "local" or "drop" letters are delivered by the postmasters to the persons addressed, upon payment by them of the necessary postage, after due notice of the fact and cause of detention. The remainder are sent to the dead letter office, and are at once examined by an expert, who, taking into consideration the places of origin and destination of each letter, determines whether it can be returned to the writer in less time than would be required to collect the postage from the addressee and forward the letter to destination. And each letter is then treated in the way decided to be the quicker. Wherever a doubt exists, or where the difference is very small, the postage is collected and the letter forwarded, thus preserving the seal intact.

The first-class offices made daily and all other offices weekly returns of held-for-postage matter. Of the 129,507 letters received at the dead letter office during the six months ended December 31, 1881, 32,479, or 25 per cent., were forwarded to addressees; 80,593, or 62 per cent., were returned to the writers; and 13 per cent., containing no clew to identify the writers, were destroyed. The deliveries, therefore, represented 87 per cent. of the total number received.

The Postmaster-General's order of May 11, referred to, and the regulations made in pursuance thereof, provide that before sending held-for-postage letters to the dead letter office the addressees shall be given the opportunity of securing such letters direct from the mailing office upon furnishing the amount of stamps required to supply the deficient postage, in compliance with notice given by the postmaster. Upon failure of the addressees to respond within proper time the letters are to be sent to the dead letter office, as required by law. The order includes insufficiently prepaid third and fourth class matter within its provisions, but it does not, of course, apply to letters or other matter which bear the card or address of the sender, such matter being returned immediately to the party mailing it. The order was restricted in its operations to a number of the larger offices—those at which the free delivery system is employed—as it could not reasonably be expected that at the great mass of the smaller offices the work would be done with that degree of intelligence and promptness necessary to secure efficient results. It was thought best to draw the line, for the present at least, at the free delivery offices, it having been ascertained that fully 45 per cent. of all the held-for-postage letters received at the dead letter office from that class of offices bore two-cent stamps, thus exhibiting a great popular misapprehension of the difference between the rates of postage on local letters and those addressed to other post-offices.

The merits of the new plan are obvious. It would seem only just that the addressee, with the ultimate liability of being called upon for the deficient postage, should in the first instance be given the opportunity of paying it, and of thus securing possession at the earliest possible moment of the matter detained. And it admits of no question that, in the great majority of cases, matter can be delivered more speedily when sent direct from the mailing offices than when forwarded from a common center (say the dead letter office) to which it must first be gathered for distribution.

The change was received with great favor, which has been fully justified by its results. Returns have been received from 97 of the free-delivery offices for the quarter ended September 30, showing that out of a total of 77,954 pieces of held-for-postage matter (letters and parcels) accruing at these offices, 59,711 pieces were forwarded to addressees upon receipt of the deficient postage; 11,767 were sent to the dead-letter office upon failure of the addressees to respond; and 6,476 received near the close of the quarter were still on hand awaiting the return of notices. Excluding these latter leaves the number of pieces finally treated by the mailing offices during the quarter at 71,478, of which those forwarded to the addressees represented about 84 per cent.; and those sent to the dead-letter office about 16 per cent.

The large proportion of direct deliveries from the mailing offices has exceeded the most sanguine expectations, and it fully sustains the theory upon which the new treatment was founded, that the addressees would willingly pay the deficient postage rather than have the matter go to the dead-letter office, the notices sent to them presenting that alternative. No serious obstacles have been encountered in carrying the new order into practical effect, and in view of its present success it might be advantageously extended to a still larger number of the principal offices.

DIVISION OF REGISTRATION.

The total number of letters and parcels forwarded by registered mail during the fiscal year ended June 30, 1882, was 9,627,922, as follows:

Domestic letters	7,200,118
Domestic parcels of third and fourth class matter	799,479
Letters to foreign countries.....	393,107
Parcels of third and fourth class matter to foreign countries.....	22,275
Official letters and packages forwarded by the government, and by law exempt from the payment of registry fees.....	1,212,943
Total	9,267,922

The amount of registry fees collected was \$841,497.90, an increase over the previous year of \$128,615.70, or 18.04 per cent. The increase in the total number of letters and parcels registered was 1,289,001, or 15.46 per cent. Subdividing this total, the increase in the number of letters, domestic and foreign, for the public was 1,121,375, or 17.33 per cent.; of parcels of third and fourth class matter, domestic and foreign, for the public 164,782, or 25.08 per cent.; and of letters and parcels for the government, only 2,847, or about one-fifth of one per cent. The increase of registry business for the public was thus a little over 18 per cent. Statistics more in detail will be found in tables numbered from 16 to 19 accompanying this report.

LOSSES.

During the year 7,082 registered letters and parcels were reported to the chief inspector as having been lost or tampered with. Of these 4,076 were found to have been delivered, or satisfactorily accounted for, and 2,513 are still undergoing investigation, leaving the actual losses as far as ascertained at 493 cases. The losses were due to a variety of causes, such as fire, burglary, highway robbery, theft, &c. If the cases still under investigation should result in the same proportion of loss as those that have been closed, the total losses for the year will number 726, or one out of every 13,262 pieces mailed. This is an unusually small proportion of loss, and it is to be taken in evidence of the increased efficiency of the registry service. Fuller details respecting the subject

of losses will be found in the report of the chief post-office inspector. Great credit is due to the inspectors for the energy, fidelity, judgment, and care with which they have treated the cases reported to them for investigation.

THROUGH-POUCH SYSTEM.

The system of exchanging registered matter in bulk between the larger offices by means of locked pouches was extended to 19 offices and discontinued at 25, leaving it in operation at 119 offices at the close of the year. The new tell-tale or rotary lock, referred to in my report of last year, was put into use early in the present calendar year, and it is proving a valuable instrument to the through-pouch system, effecting a great saving of clerical labor in dispensing with the necessity of examining and recording the contents of through pouches when lying over in transit at intermediate through-pouch offices. The system continues to operate satisfactorily wherever it is employed; indeed, in view of the great volume which the business has now attained it has become almost indispensable to the machinery of the registry system.

BRASS LOCK REGISTRY EXCHANGE SYSTEM.

The brass lock registry exchange system, established some three years since for exchanges on the important lines of star service, is still in successful operation. It was employed at 146 offices at the close of the year. It has proven a most valuable auxiliary to the through-pouch system on the railroads, to which it in general corresponds. Its essential features were explained in my reports of the last two years.

INTERNATIONAL REGISTERED THROUGH-POUCH EXCHANGE.

For a long period the department experienced much embarrassment from the defective system of exchanges of the registered mails with the eastern portion of the Dominion of Canada. Over a portion of the route of transmission, such mails were not in the special custody of a postal employé of either country, as is contemplated by the fundamental idea of our registry system. From Montreal, Canada, to Saint Albans, Vt., the registered pouches, fastened with a lead seal, were sent in a United States Treasury bonded car. From Saint Albans to Saint Armands, Canada, in the other direction, they were placed in the compartment of a car and locked with an iron lock. Great delays were also suffered in making connections, and, with the insecurity attending the system, formed the subject of frequent complaints. An entire registered mail was lost on the Canada side of the border, in the month of October, 1880, and not a trace of it could subsequently be discovered. Correspondence failed to secure better arrangements, and the evil became so urgent as to call imperatively for a remedy. With this end in view a conference was held at Montreal in September, 1881, between representatives of the Canadian Postal Department and Assistant Railway Mail Superintendent Moses, detailed to this office for duty in connection with the registry system, and myself, at which the details of a plan of international registry exchanges were arranged, and subsequently formally ratified by the postmasters-general of the two countries, to take effect January 1, 1882. In agreeing to the new international exchange system, the Canadian authorities so far varied from their domestic system as to make it conform in general to the methods employed in the registry service of this country. Among the principal features of the new

plan is the personal custody of pouches by sworn employés of the two countries; a complete chain of receipts and records from employé to employé between terminal points; the use of the tell-tale or rotary lock, and of the manifold through-pouch bill with coupon attachment; and the gathering and distribution of registered mail to and from through-pouch centers, according to our domestic through-pouch system. Each country furnishes its own pouches, locks, and other equipments. The lock used by the Canadian authorities is on the same principle as that adopted in this country and already referred to in another portion of this report. Locks of both countries are embossed with the name of the country of ownership.

In addition to the security, a great saving of time has been effected by the new arrangement. For instance, the former time for registered exchanges from New York to Montreal was 58 hours and 25 minutes, and now it is 24 hours and 50 minutes, a reduction in time of 33 hours and 35 minutes. From Montreal to New York the former time of 36 hours has been reduced to 25 hours and 22 minutes, a saving of 10 hours and 38 minutes.

The eastern portion of the United States has been districted by published schemes defining the respective limits of territory within which registered mails should be sent to and received from Canada through the international registry exchange offices of New York, Boston, Saint Albans, and Buffalo, with exceptions for Ogdensburgh, N. Y., and Island Pond, Vt. Similar schemes have also been arranged by the Canadian authorities for collecting and distributing the through registry mails in their country.

On the basis of a count for one quarter, the estimated number of registered pieces exchanged during the year 1881 between Boston and Montreal was 12,000; between New York and Montreal, 16,000; between Island Pond, Vt., and points in Canada, 15,000. A large increase on these figures has already resulted from the better system of exchanges, and from the addition of new territory to each of the through-pouch centers. Correspondence is now in progress looking to the extension of the eastern system of exchanges to the western portion of the country. This accomplished, the system of registry exchanges between the two countries will be complete.

GENERAL.

Attention was directed in my report of last year to the almost complete remodeling of the registry system during the previous four years. A summary was given of the principal changes that had been made, through which the machinery was simplified, the work greatly lessened, and the security enhanced. An extraordinary increase of business was pointed out to show the popular appreciation of the efforts made to improve the service. Special mention was made by the Postmaster-General in his report of the great growth and satisfactory condition of the service, and they were favorably commented upon by the President in his regular annual message to Congress.

The registry system was established by act of Congress of March 3, 1855. After being four years in operation, the receipts from this source dwindled from \$31,466.50 the first year, ended June 30, 1856, to \$25,038.70 for the year ended June 30, 1860. In his report for the last-mentioned year the Postmaster-General, in a most elaborate article, recommended that the system be discontinued, a recommendation that, in view of the present great utility and prosperity of the system, was happily not carried out. For the year ended June 30, 1877, the amount

of registry fees collected was \$367,138.80. The amount collected from this source during the last fiscal year was \$841,497.90, an increase over the amount for the year 1877 of \$474,059.10, or a little more than 129 per cent. The receipts from registration have thus much more than doubled within the past five years, while the general receipts of the postal service have been more than thirteen years in attaining a similar rate of increase. The recent extraordinary growth of the registry service is especially gratifying, both because of the long period that the system has been in operation, and because the work is done at a handsome profit. Not only do the registry fees more than compensate for the labor imposed by registration, but an additional profit is in the postage on valuable letters that would never be entrusted to the mails except for the security afforded by the registry system. For example, a single registered parcel mailed in Philadelphia in September bore, besides a ten-cent stamp for the registry fee, \$127.90 in stamps to prepay postage at letter rates.

Evidence of the great values entrusted to the registered mails will be found in Table No. 17 attached to this report, from which it will appear that during the last year the Treasury alone forwarded 81,335 registered parcels containing United States bonds, currency, coupons, coin, internal revenue stamps, &c., representing a value of \$514,778,237.57. Of this immense sum not a penny was lost, so far as is now known.

DIVISION OF FILES, RECORDS, AND MAILS.

The number of letters and other inclosures received, opened, and examined during the year was 1,162,500. Among these were 1,062 that contained money, and 4,340 that contained stamps, envelopes, and postal cards returned for redemption. Of the letters received 36,483 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,403.

Very respectfully, your obedient servant,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

No. 1.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.*

I.—ADHESIVE POSTAGE STAMPS.

For manufacture of ordinary postage stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$130,000 00
The number of these stamps issued during the fiscal year ended June 30, 1882, was.....	1,130,470,088
Add 12 per cent. for increase	135,656,410
Gives estimated issue for fiscal year ending June 30, 1883	1,266,126,498
Add 12 per cent. for increase, as before	151,935,179
Gives estimated number required for fiscal year ending June 30, 1884..	1,418,061,677
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$130,319 86

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th of June last was a little over 17 per cent.; but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business in-

terests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361 Report of Postmaster General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th of June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

II.—POSTAGE STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency..... \$8,100 00

This estimate agrees in amount with the appropriation for the present year.

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	\$632,000 00
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to	477,960 08
Add 15 per cent. for increase	71,694 01
Gives estimated cost at same prices for fiscal year ending June 30, 1883..	549,654 09
Add 15 per cent. for increase, as before.....	82,448 11
Gives estimated cost for fiscal year ending June 30, 1884.....	632,102 20
The appropriation for the current year is	547,000 00

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for four years from the 1st of October, 1882, at an average reduction of nearly seven per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent., but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress, to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency..... \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

V.—POSTAL CARDS.

For manufacture of postal cards	\$253,000 00
The total number of postal cards issued during the fiscal year ended June 30, 1882, was.....	351,498,000
Add 15 per cent. for increase.....	52,724,700
Gives estimated number for year ending June 30, 1883	404,222,700
Add 15 per cent. for increase.....	60,633,405
Gives estimated number for year ending June 30, 1884.....	464,856,105

The cost of manufacturing these articles, at the present contract price of 54.43 cents per thousand, is..... \$253,021 17

The appropriation for the present fiscal year is 242,000 00

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent., and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years ending on the 30th June, 1885.

VI.—POSTAL CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency \$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD LETTER ENVELOPES.

For registered package, post-office, and dead letter envelopes \$140,000

The registered package envelopes are large manila envelopes used for inclosing registered letters and other registered matter, for safer transmission; the post-office envelopes are for the use of postmasters in their official correspondence; and the dead-letter envelopes are used for returning letters from the Dead-Letter Office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices, therefore, afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues for the year cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year. At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters..... \$1,500

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35, and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

X.—MISCELLANEOUS.

For miscellaneous items \$1,00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.

Items.	Amount appropriated year ending June 30, 1883.	Estimate for year ending June 30, 1884.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage stamps	\$109,000 00	\$130,000 00	\$21,000 00	19.2
Postage stamp agency	8,100 00	8,100 00	.....	.....
Stamped envelopes and wrappers	547,000 00	632,000 00	85,000 00	15.5
Stamped envelope agency	16,000 00	16,000 00	.....	.....
Postal cards	242,000 00	253,000 00	11,000 00	4.5
Postal card agency	7,300 00	7,300 00	.....	.....
Registered package, post-office, and dead-letter envelopes.	110,000 00	140,000 00	30,000 00	27.2
Ship, steamboat, and way letters	1,500 00	1,500 00	.....	.....
Engraving, printing, and binding drafts and warrants.	1,500 00	2,000 00	500 00	33.3
Miscellaneous	1,000 00	1,000 00	.....	.....
Total	1,043,400 00	1,190,900 00	147,500 00	14.1

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarter and June

RECEIPTS.

	Quarterended September 30, 1881.	Quarterended December 31, 1881.	Quarterended March 31, 1882.	Quarterended June 30, 1882.
Letter-postage paid in money.....	\$48,218 32	\$20,880 54	\$25,060 37	\$2,817 09
Box-rents.....	393,527 16	403,422 78	422,145 81	433,036 46
Fines and penalties.....	1,040 37	5,304 25	12,472 12	1,610 25
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards.....	9,040,588 29	10,179,091 18	10,486,540 42	9,906,237 11
Dead letters.....	1,423 90	3,217 88	1,229 90	1,786 36
Revenue from money-order business.....				380,767 35
Miscellaneous.....	5,908 91	7,584 77	8,178 09	12,811 68
	9,490,706 95	10,620,400 90	10,956,235 80	10,809,066 50

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1881, \$5,091,012.18, or 13.8 + per cent.

Increase of receipts over year ended June 30, 1880, \$8,560,980.81, or 25.6 + per cent.

EXPENDITURES.

Compensation of postmasters.....	2,143,457 81	2,221,661 39	2,380,734 53	2,268,023 49
Compensation of clerks for post-offices.....	952,538 95	959,306 32	974,114 04	1,022,487 29
Compensation of letter-carriers, and incidental expenses.....	641,404 46	633,951 64	654,913 89	672,992 75
Wrapping-paper.....	7,102 25	7,214 58	2,115 69	3,541 07
Twine.....	8,486 00	13,974 00	12,861 00	17,433 64
Postmarking and canceling stamps.....	2,998 75	2,663 15	3,723 50	4,768 90
Letter-balances.....	7,088 20	843 60	751 10	1,317 10
Rent, light, and fuel for post-offices.....	88,094 49	100,563 30	98,790 19	114,519 06
Stationery.....	15,696 60	13,724 61	14,387 99	12,708 08
Furniture for post-offices.....	8,197 89	5,945 14	3,685 72	7,887 89
Miscellaneous, office of First Assistant Post- master-General.....	16,701 50	15,946 05	14,813 23	21,133 89
Inland mail transportation, railroad.....	2,427,421 07	2,526,204 88	2,573,348 61	2,759,110 44
Inland mail transportation, star.....	1,504,635 36	1,453,816 98	1,369,142 40	1,376,871 50
Inland mail transportation, steamboat.....	151,874 70	142,191 03	128,267 38	141,171 65
Transportation by postal cars.....	309,883 79	326,142 78	324,834 62	342,546 01
Special and necessary facilities, trunk-lines.....	50,863 89	31,570 83	61,535 49	237,563 54
Compensation of railway post-office clerks.....	376,315 06	388,088 35	398,816 00	412,212 56
Compensation of route-agents.....	314,942 39	331,288 36	328,446 93	347,303 89
Compensation of mail-route messengers.....	48,662 08	46,277 83	44,145 42	50,284 73
Compensation of local agents.....	39,881 83	35,601 79	36,750 40	36,985 72
Compensation of mail-messengers.....	171,581 99	178,064 82	179,789 13	184,218 01
Mail-locks and keys.....	4,000 00	231 42	4,504 95	.....
Mail-bags and catchers.....	75,274 95	81,479 51	26,995 85	13,289 63
Post-route maps.....	9,303 12	12,125 28	14,553 34	15,932 82
Mail depredations and special agents.....	39,582 51	41,016 74	39,457 08	44,163 69
Fees to United States marshals, attorneys, clerks of courts, and counsel.....	196 45	1,174 15	583 68	427 35
Postage-stamps.....	23,588 81	25,462 08	28,271 62	26,622 72
Distribution of postage-stamps.....	1,782 96	1,911 83	1,624 17	1,732 50
Stamped envelopes and newspaper wrap- pers.....	121,977 82	128,247 20	133,181 80	126,993 13
Distribution of stamped envelopes and news- paper wrappers.....	8,740 00	8,753 60	8,740 00	8,477 60
Postal cards.....	33,441 25	61,059 30	49,871 21	46,892 24
Distribution of postal cards.....	1,606 63	1,859 57	1,689 44	1,599 55
Registered-package envelopes, locks and seals, and official and dead-letter envel- opes.....	16,909 94	16,493 65	19,884 05	19,184 89
Ship, steamboat, and way letters.....	356 05	332 97	297 35	458 01
Engraving, printing, and binding drafts and warrants.....	434 57	434 30	631 13	144 35
Advertising.....	8,026 72	15,021 58	6,519 82	5,696 42
Miscellaneous, office of Postmaster-General.....	803 34	21 86	.....	281 65
Foreign mail transportation.....	52,927 58	81,835 94	74,672 30	69,515 18
Balances due foreign countries.....	19 61	16,018 14	3,453 24	2,242 35
Stamps for Postal Union correspondence.....
Postmarking machines.....

RECEIPTS AND EXPENDITURES.

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ters, for the fiscal year ended June 30, 1882, compared with fiscal years ended June 30, 1881, 30, 1880.

RECEIPTS.

Total year ended June 30, 1882.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1881.	Compared with year ended June 30, 1881.		Total year ended June 30, 1880.	Compared with year ended June 30, 1880.	
			Increase.	Decrease.		Increase.	Decrease.
\$97,585 32		\$100,809 23		\$3,223 91	\$78,752 92	\$18,832 40	
1,652,132 21		1,499,449 87	\$152,682 34		1,423,301 73	228,850 48	
20,426 99		15,751 44	4,675 55		11,287 53	9,139 46	
39,703,357 00		34,885,745 10	4,867,611 90		31,494,120 15	8,209,236 85	
7,657 63		6,584 40	1,073 23		6,506 97	1,150 96	
380,767 85		295,581 39	65,185 96		269,205 25	91,562 10	
34,483 65		31,476 54	3,007 11		32,304 79	2,178 86	
41,876,410 15		36,785,897 97	5,094,236 09	3,223 91	33,315,479 34	8,560,930 81	
36,785,397 97			3,223 91		41,876,410 15		
5,091,012 18			5,091,012 18		8,560,930 81		

Comparison, excluding revenue from money-order business:

Increase of receipts over year ended June 30, 1881, \$5,025,826.22, or 13.8 + per cent.

Increase of receipts over year ended June 30, 1880, \$8,469,368.71, or 25.6 + per cent.

EXPENDITURES.

8,904,676 72	\$10,641 00	8,298,742 79	665,933 93		7,708,407 54	1,256,269 18	
3,908,396 60	5,326 22	3,676,756 22	231,640 38		4,567,793 02	340,003 58	
2,623,262 74		2,499,911 54	123,351 20		2,363,717 71	259,545 03	
19,993 59		24,900 10		4,906 51	20,000 00		\$6 41
52,754 64		84,603 38		31,848 74	50,244 00	2,510 64	
14,144 30		13,499 50	644 80		11,999 60	2,144 70	
10,000 00		7,997 80	2,002 20		5,999 90	4,000 10	
401,978 04	2,461 49	382,714 86	19,263 18		364,018 15	37,959 89	
56,517 28	136 19	49,238 45	7,278 83		48,284 81	8,232 47	
20,716 64	432 50	19,296 87	1,419 77		16,678 12	4,038 52	
68,504 76	290 97	80,989 15		12,894 39	77,210 86		8,616 10
10,286,085 00	146,741 25	9,543,155 36	742,929 64		8,198,591 52	2,087,493 48	
5,704,466 33	96,680 80	7,170,624 10		1,466,157 77	6,925,274 98		1,220,808 65
563,504 76	8,595 96	826,097 51		262,592 75	789,101 65		2,506 89
1,301,407 30	13,834 93	1,268,221 50	35,185 80		1,141,545 19	161,862 11	
881,533 75		881,533 75				881,533 75	
1,574,031 97	872 29	1,466,275 52	107,756 45		1,367,463 35	200,568 62	
1,321,961 57	532 18	1,241,400 41	80,561 16		1,116,697 97	205,263 60	
189,380 06	401 14	196,274 90		6,894 84	174,854 38	14,525 68	
149,228 74		133,195 22	16,033 52		119,423 79	29,804 95	
713,603 95	11,110 74	724,984 21		11,880 26	667,421 32	46,182 03	
8,736 37	96,384 60		8,736 37		8,766 50	4,969 87	
197,038 95	230 90	183,879 59	13,159 36		181,022 26	66,016 69	
51,914 60		43,725 40	8,189 20		41,915 87	9,998 73	
164,210 62	27 51	140,548 63	23,675 99		143,151 24	21,068 38	
2,231 63	1,000 80	3,065 22		733 59	3,712 03		1,380 40
103,945 23		96,630 30	7,314 93		89,184 14	14,761 09	
7,051 46		7,204 51		153 05	7,365 71		314 25
510,899 45		443,967 42	66,432 03		418,009 55	92,889 90	
14,711 20		15,150 34		439 14	15,254 17		542 97
191,284 02		215,700 57		24,436 55	191,218 11	45 91	
6,755 19	8 39	6,434 57	320 62		6,998 68		243 49
72,474 53		100,249 50		27,774 97	69,743 67	2,730 86	
1,444 38		990 95	453 43		1,353 51	88 87	
1,644 85		1,224 93	419 42		1,191 47	432 88	
85,254 64	1,611 29	89,965 01		4,700 47	27,149 86	8,104 68	
1,197 05	560 00		167 05		1,485 06		378 01
278,351 00	28,063 38	224,461 38	53,889 62		206,000 35	72,350 65	
21,733 34	21,932 95	12,733 75	8,999 59		7,538 34	14,195 00	
		6,000 00		6,000 00	1,000 00		1,000 00

No. 2.—*Statement exhibiting the receipts and expenditures,*

EXPENDITURES—Continued.

	Quarterended September 30, 1881.	Quarterended December 31, 1881.	Quarterended March 31, 1882.	Quarterended June 30, 1882.
Miscellaneous, Second Assistant Postmaster-General.....	\$80 00	\$26 55	\$287 40	\$108 76
Refund to New Zealand and New South Wales.....	10,000 00	.....	10,000 00	10,000 00
Miscellaneous, Third Assistant Postmaster-General.....	.....	145 50	112 22	34 50
Miscellaneous, money-order office.....	.....	.....	121 75	2,875 26
Rent of money-order building.....	.....	.....	.....	1,999 98
Furniture for money-order building.....	.....	.....	.....	5,252 18
	9,686,810 96	9,941,976 70	9,976,307 81	10,434,339 28

Total expenditures for transportation of the mails for the year ended
June 30, 1881..... \$18,808,098 47

Total expenditures for transportation of the mails for the year ended
June 30, 1882..... 18,238,997 14

Decrease from year ended June 30, 1881..... 569,101 33, or 3 + per cent.

Total expenditures for transportation of the mails for the year ended
June 30, 1883..... 18,238,997 14

Total expenditures for transportation of the mails for the year ended
June 30, 1880..... 17,054,513 24

Increase over year ended June 30, 1880..... 1,184,483 80, or 6.9 + per cent

under appropriate heads, by quarters, &c.—Continued.

EXPENDITURES—Continued.

Total year ended June 30, 1882.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1881.	Compared with year ended June 30, 1881.		Total year ended June 30, 1880.	Compared with year ended June 30, 1880.	
			Increase.	Decrease.		Increase.	Decrease.
\$477 71			\$477 71			\$477 71	
30,000 00			30,000 00			30,000 00	
292 22			292 22			292 22	
2,997 01			2,997 01			2,997 01	
1,999 98			1,999 98			1,999 98	
5,252 18			5,252 18			5,252 18	
40,039,634 75	\$442,386 48	\$39,251,736 46	2,648,311 32	\$1,860,418 03	\$36,101,820 38	5,396,701 54	\$1,458,887 17
39,251,786 46			1,860,413 03		40,039,634 75	1,458,887 17	
787,898 29			787,898 29		2,937,814 37	2,937,814 37	

Comparison:

Increase of expenditures over year ended June 30, 1881, \$787,898.29, or 2 + per cent.

Increase of expenditures over year ended June 30, 1880, \$3,937,814.37, or 10.9 + per cent.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1882.

Title of appropriation.	Amount of appropriations.	Expended to Sept. 30, 1882.	Balance unexpended.	Excess of expenditure.
Compensation of postmasters	\$8,992,206 88	\$8,964,676 72	\$27,530 16	.....
Compensation of clerks in post-offices	3,950,000 00	3,908,396 60	41,603 40	.....
Compensation of letter-carriers and incidental expenses	2,625,000 00	2,623,262 74	1,737 26	.....
Wrapping-paper	25,000 00	19,993 59	5,006 41	.....
Twine	55,000 00	52,754 64	2,245 36	.....
Postmarking and canceling stamps	15,000 00	14,144 30	855 70	.....
Letter-balances	10,000 00	10,000 00	.....	.....
Rent, light, and fuel for post-offices	425,000 00	401,978 04	23,021 96	.....
Stationery	50,000 00	56,517 28	.....	\$6,517 28
Furniture for post-offices	20,000 00	20,716 64	.....	716 64
Miscellaneous, office of the First Assistant Postmaster-General	90,000 00	68,594 76	21,405 24	.....
Inland mail transportation, railroad	10,808,282 00	10,286,085 00	522,197 00	.....
Inland mail transportation, special facilities	425,000 00	381,533 75	43,466 25	.....
Inland mail transportation, star	7,900,000 00	5,704,466 83	2,195,533 67	.....
Inland mail transportation, steamboat	925,000 00	563,504 76	361,495 24	.....
Transportation by postal cars	1,428,000 00	1,303,407 80	122,592 70	.....
Compensation of railway post-office clerks	1,500,000 00	1,574,031 97	15,968 03	.....
Compensation of route-agents	1,329,000 00	1,321,961 57	.....	1,961 57
Compensation of mail-route messengers	200,000 00	189,380 06	10,619 94	.....
Compensation of local agents	150,000 00	149,226 74	771 26	.....
Compensation of mail-messengers	775,750 00	713,603 95	62,146 05	.....
Mail locks and keys	25,000 00	8,736 87	16,263 63	.....
Mail bags and catchers	200,000 00	197,088 95	2,961 05	.....
Post-route maps	51,914 80	51,914 60	.....	.....
Mail depredations and post-office inspectors	175,000 00	166,551 25	8,448 75	.....
Fees to United States marshals, clerks, and counsel .....	.....	.....	.....	.....
Postage-stamps	105,000 00	103,945 23	1,054 77	.....
Distribution of postage-stamps	8,100 00	7,051 46	1,048 54	.....
Stamped envelopes and newspaper-wrappers	515,000 00	510,399 45	4,600 55	.....
Distribution of envelopes and wrappers	18,000 00	14,711 20	1,288 80	.....
Postal cards	298,000 00	191,264 02	104,735 98	.....
Distribution of postal cards	7,300 00	6,755 19	544 81	.....
Registered-package envelopes, locks, and seals, and office and dead-letter envelopes	120,000 00	72,474 53	47,525 47	.....
Ship, steamboat, and way letters	4,500 00	1,444 38	3,055 62	.....
Engraving, printing, and binding drafts and warrants	1,614 35	1,644 25	.....	.....
Advertising	35,000 00	35,254 54	.....	254 54
Miscellaneous, office of the Postmaster-General	2,000 00	1,107 05	892 95	.....
Foreign mail transportation	295,000 00	278,351 00	16,649 00	.....
Balances due foreign countries	45,000 00	21,733 34	23,266 66	.....
Miscellaneous, office of the Second Assistant Postmaster-General	1,000 00	477 71	522 29	.....
Miscellaneous, office of the Third Assistant Postmaster-General	1,000 00	292 22	707 78	.....
Refund to New Zealand and New South Wales	40,000 00	30,000 00	10,000 00	.....
Miscellaneous, Money-Order building	3,000 00	2,997 01	2 99	.....
Rent, Money-Order building	8,000 00	1,999 98	6,000 02	.....
Furniture, Money-Order building	10,000 00	5,253 18	4,747 82	.....
Total	43,542,697 88	40,039,634 75	3,512,513 11	9,450 03

A. D. HAZEN,
Third Assistant Postmaster-General.

Comparative statement between fiscal years of 1881 and 1882 at Treasury depositories.

Deposits for fiscal year 1882		\$20,998,144 72
Deposits for fiscal year 1881		11,086,431 17
Increase in deposits for 1882		<u>9,911,513 55</u>
Grants from the Treasury for 1881	\$3,968,453 47	
Grants from the Treasury for 1882	157,925 80	
Increase of grants for 1881	<u>3,810,527 67</u>	
Increase of deposits for 1882		9,911,513 55
Deduct increase of aggregate receipts for 1882		<u>6,100,985 88</u>
		<u>3,810,527 67</u>
Aggregate receipts for 1882	21,156,070 52	
Aggregate receipts for 1881	15,055,084 64	
	<u>6,100,985 88</u>	
Increase of deposits for 1882		9,911,513 55
Deduct increase of grants for 1881		<u>3,810,527 67</u>
		<u>6,100,985 88</u>
Increase in deposits for 1882		10,000,602 89
Decrease in deposits for 1882		<u>89,089 34</u>
Increase for 1882, as shown above		<u>9,911,513 55</u>
Warrants drawn for 1882		19,072,353 51
Warrants drawn for 1881		<u>13,788,704 88</u>
Increase for 1882		<u>5,333,648 63</u>
Balance subject to draft June 30, 1882		5,735,845 39
Balance subject to draft June 30, 1881		<u>3,651,905 38</u>
Increase for 1882		<u>2,083,940 01</u>
Total number of warrants issued during fiscal year 1882		38,851
Total number of warrants issued during fiscal year 1881		<u>14,713</u>
Increase for 1882		<u>24,138</u>

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No. 4.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.
Treasurer United States, Washington, D. C.	\$423,928 21	\$1,500 00
Assistant treasurer United States, Baltimore, Md.	400,472 20	
Assistant treasurer United States, Boston, Mass.	2,340,243 89	
Assistant treasurer United States, Chicago, Ill.	3,665,797 83	
Assistant treasurer United States, Cincinnati, Ohio.	1,762,473 26	
Assistant treasurer United States, New Orleans, La.	649,684 00	
Assistant treasurer United States, New York, N. Y.	7,142,279 28	156,425 80
Assistant treasurer United States, Philadelphia, Pa.	2,089,913 67	
Assistant treasurer United States, San Francisco, Cal.	920,614 67	
Assistant treasurer United States, Saint Louis, Mo.	1,534,081 16	
First National Bank, Denver, Colo.	911 17	
First National Bank, Galveston, Tex.	218 28	
First National Bank, Helena, Mont.	156 02	
First National Bank, Leavenworth, Kans.	664 63	
First National Bank, Memphis, Tenn.	150 00	
First National Bank, Milwaukee, Wis.	1,279 14	
First National Bank, Montgomery, Ala.	100 00	
First National Bank, Nashville, Tenn.	1,071 30	
First National Bank, Portland, Oreg.	100 00	
First National Bank, Portsmouth, N. H.	22,482 03	
First National Bank, Richmond, Va.	150 54	
First National Bank, Saint Paul, Minn.		
First National Bank, Santa Fé, N. Mex.	1,450 00	
First National Bank, Trenton, N. J.	36 30	
First National Bank, Wilmington, Del.	106 81	
First National Bank, Yankton, Dak.	795 77	
Second National Bank, Saint Paul, Minn.	540 00	
Merchants' National Bank, Cleveland, Ohio.	1,011 34	
Merchants' National Bank, Little Rock, Ark.	40 55	
Merchants' National Bank, Portland, Me.	5 00	
Atlanta National Bank, Atlanta, Ga.	200 00	
Charter Oak National Bank, Hartford, Conn.	500 00	
City National Bank, Grand Rapids, Mich.	43 76	
Davenport National Bank, Davenport, Iowa.		
Deseret National Bank, Salt Lake City, Utah.		
East Tennessee National Bank, Knoxville, Tenn.	354 12	
Farmers and Mechanics' National Bank, Buffalo, N. Y.	1,000 00	
Indianapolis National Bank, Indianapolis, Ind.		
Kentucky National Bank, Louisville, Ky.		
Lynchburg National Bank, Lynchburg, Va.		
Nassau National Bank, Brooklyn, N. Y.	190 62	
Omaha National Bank, Omaha, Nebr.	27,531 13	
People's National Bank, Charleston, S. C.		
Planters' National Bank, Richmond, Va.	286 14	
Raleigh National Bank, Raleigh, N. C.	80 75	
San Antonio National Bank, San Antonio, Tex.	178 28	
State National Bank, Springfield, Ill.	173 28	
Tradesmen's National Bank, Pittsburgh, Pa.		
Planters' National Bank, Danville, Va.		
Total	20,998,144 72	187,925 80

depositories during the fiscal year ended June 30, 1882.

By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1881.	Decrease of receipts from 1881.	Warrants drawn.
\$305, 107 60	\$730, 535 81	\$425, 428 21	\$68, 592 87		\$877, 372 20
	400, 472 29	400, 472 29	92, 966 74		288, 175 41
	2, 340, 243 89	2, 340, 243 89	1, 186, 709 45		1, 251, 600 92
	3, 665, 797 83	3, 665, 797 83	2, 173, 751 67		2, 654, 199 64
	1, 762, 473 26	1, 762, 473 26	1, 239, 271 99		1, 420, 192 78
350, 000 00	999, 684 00	649, 684 00	420, 515 58		872, 807 41
8, 000 00	7, 311, 705 08	7, 305, 705 08	2, 825, 703 75		7, 271, 607 29
75, 000 00	2, 164, 913 67	2, 089, 913 67	924, 840 95		1, 817, 095 69
	920, 614 67	920, 614 67	303, 254 47		661, 392 98
800, 000 00	2, 334, -81 16	1, 534, 081 16	709, 388 44		2, 157, 909 19
	911 17	911 17		\$18, 666 17	
	218 28	218 28	215 28		
				5, 716 88	
	156 02	156 02	56 02		
	664 63	664 63	614 63		
	150 00	150 00	50 00		
	1, 279 14	1, 279 14	1, 278 14		
	100 00	100 00		49 50	
	1, 071 30	1, 071 30		11, 457 67	
	100 00	100 00	100 00		
	22, 482 03	22, 482 03	22, 482 03		
	150 54	150 54		2, 821 80	
				10, 963 26	
	1, 350 00	1, 350 00	450 00		
	86 30	86 30	86 30		
	106 81	106 81	63 91		
	795 77	795 77	490 77		
	540 00	540 00	385 00		
	1, 011 34	1, 011 34		18, 384 65	
	40 55	40 55	40 55		
	5 00	5 00		647 90	
	200 00	200 00	200 00		
	500 00	500 00	364 64		
	43 76	43 76	43 76		
				16, 364 20	
	354 12	354 12		395 11	
	1, 000 00	1, 000 00	785 08	145 88	
				785 84	
				98 45	
				100 00	
	190 62	190 62	70 02		
	27, 531 13	27, 531 13	27, 466 63		
				93 35	
	236 14	236 14	236 14		
	80 75	80 75		2, 288 31	
	178 28	178 28	178 28		
	173 28	173 28		10 87	
				100 00	
1, 536, 107 60	22, 692, 178 12	21, 156, 070 52	10, 000, 602 89	89, 089 34	19, 072, 353 51
			89, 089 34		
			9, 911, 513 55		

No. 4.—Receipts and disbursements at Treasury depositories

Depositories.	Increase over 1881.	Decrease from 1881.
Treasurer United States, Washington, D. C.		\$135, 129 41
Assistant treasurer United States, Baltimore, Md.	\$49, 614 10	
Assistant treasurer United States, Boston, Mass.	587, 880 42	
Assistant treasurer United States, Chicago, Ill.	1, 416, 505 63	
Assistant treasurer United States, Cincinnati, Ohio.	878, 184 14	
Assistant treasurer United States, New Orleans, La.	198, 765 55	
Assistant treasurer United States, New York, N. Y.	1, 042, 592 55	
Assistant treasurer United States, Philadelphia, Pa.	546, 501 51	
Assistant treasurer United States, San Francisco, Cal.	192, 029 22	
Assistant treasurer United States, Saint Louis, Mo.	556, 614 02	
First National Bank, Denver, Colo.		
First National Bank, Galveston, Tex.		
First National Bank, Helena, Mont.		
First National Bank, Leavenworth, Kans.		
First National Bank, Memphis, Tenn.		
First National Bank, Milwaukee, Wis.		
First National Bank, Montgomery, Ala.		
First National Bank, Nashville, Tenn.		
First National Bank, Portland, Oreg.		
First National Bank, Portsmouth, N. H.		
First National Bank, Richmond, Va.		
First National Bank, Saint Paul, Minn.		
First National Bank, Santa Fe, N. Mex.		
First National Bank, Trenton, N. J.		
First National Bank, Wilmington, Del.		
First National Bank, Yankton, Dak.		
Second National Bank, Saint Paul, Minn.		
Merchants' National Bank, Cleveland, Ohio.		
Merchants' National Bank, Little Rock, Ark.		
Merchants' National Bank, Portland, Me.		
Atlanta National Bank, Atlanta, Ga.		
Charter Oak National Bank, Hartford, Conn.		
City National Bank, Grand Rapids, Mich.		
Davenport National Bank, Davenport, Iowa.		
Deseret National Bank, Salt Lake City, Utah.		
East Tennessee National Bank, Knoxville, Tenn.		
Farmers and Mechanics' National Bank, Buffalo, N. Y.		
Indianapolis National Bank, Indianapolis, Ind.		
Kentucky National Bank, Louisville, Ky.		
Lynchburg National Bank, Lynchburg, Va.		
Nassau National Bank, Brooklyn, N. Y.		
Omaha National Bank, Omaha, Nebr.		
People's National Bank, Charleston, S. C.		
Planters' National Bank, Richmond, Va.		
Raleigh National Bank, Raleigh, N. C.		
San Antonio National Bank, San Antonio, Tex.		
State National Bank, Springfield, Ill.		
Tradersmen's National Bank, Pittsburgh, Pa.		
Planters' National Bank, Danville, Va.		
Total.	5, 468, 778 04 135, 129 41	135, 129, 41
	5, 333, 648 63	

TREASURY DEPOSITORIES.

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during the fiscal year ended June 30, 1882—Continued.

Transfer account.		Warrants paid.	Outstanding warrants, June 30, 1881.	Outstanding warrants, June 30, 1882.	Balances as per transcripts, June 30, 1882.	Balances subject to draft, June 30, 1882.
From—	To—					
.....	\$305, 107 60	\$703, 501 01	\$15, 097 38	\$4, 169 10	\$129, 611 31	\$125, 442 21
\$75, 000 00	286, 357 73	1, 715 19	2, 276 42	240, 118 56	237, 812 14
550, 000 00	1, 247, 533 93	1, 148 51	3, 904 90	809, 951 21	806, 046 31
.....	2, 651, 125 03	2, 321 92	5, 286 53	1, 153, 166 35	1, 147, 879 82
300, 000 00	1, 412, 405 49	919 69	8, 591 98	475, 607 93	467, 015 95
.....	350, 000 00	864, 370 56	4, 462 64	8, 411 10	230, 306 26	221, 985 16
550, 000 00	6, 000 00	7, 257, 714 92	17, 157 05	28, 091 93	1, 440, 080 29	1, 411, 988 36
.....	75, 000 00	1, 817, 311 08	1, 622 14	1, 406 75	543, 192 73	541, 785 98
.....	653, 069 31	1, 874 42	5, 198 09	457, 565 23	452, 367 14
.....	800, 000 00	2, 159, 918 59	15, 118 66	12, 823 66	335, 367 12	322, 543 46
911 17
142 35	75 93	75 93
.....
452 72	211 91	211 91
150 00	156 02	156 02
1, 279 14
100 00
1, 071 30
100 00
22, 482 03
150 54
.....
1, 350 00
36 30
106 31
795 77
540 00
731 34	280 00	280 00
40 55
5 00
200 00
400 00	100 00	100 00
43 76
.....
254 12	100 00	100 00
1, 100 00
.....
.....
190 62
27, 531 13
.....
.....
236 14
355 75	25 00	25 00
178 28
173 28
1, 536, 107 60	1, 536, 107 60	19, 053, 307 65	61, 337 60	80, 160 46	5, 816, 005 85	5, 735, 845 39

No. 5.—Receipts and disbursements at depository post-offices on account of the fiscal year ended June 30, 1882.

Offices.	Proceeds.	Deposits.	Aggregate accoun- tulations.	Amount subject to draft June 30, 1881.	Credit balance June 30, 1881.	Total.	Disbursements.	Transferred to other depository offices.
Albany, N. Y.	\$27,803 86	\$61,851 11	\$89,655 09	\$21,130 50		110,785 59	57,823 89	52,961 70
Atlanta, Ga.	18,203 48	20,955 59	39,159 07	9,751 42		48,910 49	33,724 04	15,186 45
Auburn, N. Y.	6,172 36	2,014 15	8,186 51	5,284 99		13,471 50	6,408 76	8,062 74
Austin, Tex.	15,712 11	6,639 59	19,351 70	28,194 67		45,546 37	31,028 48	14,517 89
Austin, Tex.	5,062 76	18,689 03	23,751 79	689 90		24,441 69	18,874 37	5,567 32
Bangor, Me.	4,792 52	9,005 96	13,798 48	2,078 26		15,876 74	12,498 54	3,378 20
Birmingham, N. Y.	2,237 35	19,111 58	19,111 58	5,694 08		24,805 66	4,585 40	20,220 26
Boise City, Idaho	6,237 32	12,874 23	37,837 69	27,477 46		8,724 50	56,590 65	56,590 65
Charleston, S. C.	12,977 07	18,725 49	31,702 56	3,562 06		35,264 15	25,606 97	9,657 18
Cheyenne, Wyo.	1,737 06	3,054 51	4,791 57	4,527 03		9,318 60	2,576 50	6,742 10
Cleveland, Ohio	58,447 79	73,891 47	132,339 26	10,001 25		142,340 51	107,831 11	34,519 40
Columbus, Ohio	20,437 78	16,068 01	36,505 79	20,314 48		56,820 27	26,173 94	30,646 33
Concord, N. H.	5,057 74	15,991 70	21,049 44	6,609 30		27,658 74	15,373 40	12,285 34
Council Bluffs, Iowa	4,243 52	19,847 78	24,091 30	2,742 00		26,833 30	15,003 24	11,830 06
Denver, Colo.	24,352 20	39,892 81	66,045 01	10,952 95		78,997 96	46,282 86	30,715 10
Des Moines, Iowa	14,988 37	27,050 21	42,038 58	13,099 05		55,137 63	14,214 06	40,923 57
Detroit, Mich.	54,198 72	46,910 66	101,070 38	35,492 11		136,562 49	81,968 70	54,595 79
Dubuque, Iowa	8,112 97	43,046 42	51,159 39	7,846 71		59,006 10	22,188 12	36,817 98
Elmira, N. Y.	7,307 58	8,347 95	15,655 53	3,572 41		19,227 94	8,548 47	10,679 47
Evansville, Ind.	6,262 88	8,213 45	14,476 33	1,790 37		16,266 70	13,170 22	3,096 48
Fort Wayne, Ind.	5,872 02	20,128 80	26,000 82	6,263 58		32,264 40	6,704 76	25,559 64
Grand Rapids, Mich.	13,612 27	28,994 71	42,606 98	14,532 64		57,139 62	18,897 65	38,241 97
Harrisburgh, Pa.	7,909 78	32,500 55	40,470 63	970 40		41,441 03	31,696 62	9,743 41
Hartford, Conn.	24,123 97	32,862 83	49,106 90	22,094 56		71,201 46	38,929 78	32,271 68
Helena, Mont.	2,142 27	8,054 57	10,196 84	1,519 27		11,716 11	8,998 76	2,717 35
Houghton, Mich.	513 80	2,554 66	3,068 46	1,832 64		4,901 10	2,759 93	2,141 17
Houston, Tex.	7,286 75	48,475 96	55,762 71	4,874 63		60,637 34	52,616 74	8,020 60
Iowa City, Iowa	1,706 31	7,610 12	9,316 43	1,910 23		11,226 66	7,884 57	3,332 09
Indianapolis, Ind.	29,838 67	36,518 38	66,357 05	15,459 49		81,816 54	57,339 13	24,477 41
Jackson, Miss.	978 27	10,715 39	11,693 66	1,366 90		13,060 56	12,895 15	665 41
Jacksonville, Fla.	2,695 30	8,551 10	11,246 40	1,800 55		13,046 95	11,174 76	202 19
Jamestown, N. Y.	3,048 42	8,081 02	6,129 44	2,636 40		8,765 84	2,341 91	6,423 93
Kalamazoo, Mich.	4,923 29	17,896 69	22,809 98	6,522 24		29,332 22	2,267 32	27,064 90
Keokuk, Iowa	4,997 27	17,719 67	22,716 94	4,060 30		26,777 24	12,039 45	14,737 79
Knoxville, Tenn.	5,933 43	8,129 26	14,062 69	4,981 48		19,044 17	13,035 53	6,008 64
Lansing, Mich.	3,746 02	6,831 64	10,427 60	5,699 01		16,126 67	1,508 82	14,617 85
Leavenworth, Kans.	3,981 76	64,086 33	68,068 09	5,884 43		73,952 03	67,175 50	6,777 53
Lexington, Ky.	3,784 66	5,819 75	9,604 41	3,546 61		13,151 01	6,500 72	6,650 30

Illna, Ohio	1,807 25	9,416 73	11,223 98	1,129 11	12,353 09	1,294 11	11,068 98
Little Rock, Ark	4,732 01	66,210 03	74,142 94	2,063 37	76,211 31	74,534 98	1,076 33
Louisville, Ky	43,192 38	19,046 24	63,840 62	23,831 47	87,172 09	70,431 98	16,740 63
Madison, Wis	4,113 35	6,762 63	10,877 98	3,222 20	14,100 18	3,411 23	10,688 89
Madisonville, Pa	12,108 97	14,797 19	26,906 16	5,422 83	22,328 96	6,601 63	15,727 36
Memphis, Tenn	13,436 94	13,700 05	27,136 99	6,186 87	33,323 86	21,916 39	11,407 47
Milwaukee, Wis	47,070 85	50,921 00	97,991 35	21,507 23	119,498 58	98,044 15	20,854 43
Mobile, Ala	7,031 22	9,324 40	16,355 62	7,607 26	24,182 90	12,140 93	12,036 97
Montgomery, Ala	8,856 25	15,805 90	16,062 15	7,743 82	24,105 97	18,369 97	1,006 00
Montpelier, Vt	17,660 70	17,388 71	35,570 05	15,651 10	50,906 08	33,880 07	9,616 58
Nashville, Tenn	24,027 11	31,025 65	55,254 98	15,651 10	69,043 95	28,056 68	22,849 49
New Bedford, Mass	6,635 45	10,737 37	16,742 82	11,991 19	28,734 69	37,234 69	32,409 26
New Haven, Conn	21,201 95	27,673 18	48,945 13	25,248 82	74,183 95	17,809 78	54,403 06
Ogdensburg, N. Y	1,093 54	5,799 17	6,742 82	1,890 32	9,635 03	7,809 78	1,545 25
Olean, N. Y	2,546 81	6,164 25	7,484 71	1,767 86	10,118 26	2,106 58	8,011 84
Olympia, Wash	7,267 99	7,267 99	7,488 34	6,683 92	14,182 26	36,047 63	6,018 63
Omaha, Neb	13,217 00	25,291 47	38,508 47	8,106 56	38,386 21	36,047 63	1,738 58
Peoria, Ill	12,187 27	16,728 45	28,923 72	22,701 06	50,310 28	10,318 35	26,711 93
Pittsburgh, Pa	60,927 54	56,755 38	116,682 92	2,105 82	139,363 98	109,581 99	29,801 99
Portland, Me	1,740 12	3,404 83	41,804 64	21,358 51	7,259 77	1,275 35	5,964 42
Portland, Ore	16,369 86	25,434 78	41,804 64	9,605 86	63,163 15	30,264 32	32,898 83
Portsmouth, N. H	9,350 54	18,972 13	28,322 67	1,470 50	37,928 53	23,766 99	14,161 54
Providence, R. I	2,939 81	5,398 37	8,338 18	1,470 50	9,608 08	2,643 43	6,965 25
Raleigh, N. C	3,101 40	25,628 95	64,956 18	19,173 93	84,130 11	18,553 23	65,576 88
Richmond, Va	22,128 54	13,403 93	35,532 47	3,632 60	39,165 07	24,816 54	14,344 53
Rochester, N. Y	31,480 47	77,600 15	109,080 62	14,635 01	123,715 63	23,153 09	98,562 54
Rutland, Vt	2,612 87	9,356 70	11,969 57	1,230 99	13,200 56	6,639 61	6,560 95
Saint Albans, Vt	1,143 45	1,533 45	2,676 90	676 87	3,353 77	1,275 40	2,078 37
Saint Johnsbury, Vt	1,279 15	2,983 90	4,173 05	1,681 67	5,834 72	1,624 52	4,210 20
Saint Paul, Minn	20,259 36	64,365 26	98,624 62	19,155 73	112,780 35	40,364 75	72,385 60
Salt Lake City, Utah	4,658 78	6,521 24	11,180 02	4,826 98	16,007 00	7,978 63	8,028 37
Santa Fe, N. Mex	1,541 20	8,734 76	9,975 96	2,890 60	10,256 62	5,549 85	4,706 67
Savannah, Ga	11,136 00	12,073 92	23,209 92	3,637 84	26,847 76	17,524 99	9,322 77
Scranton, Pa	6,354 86	16,252 81	24,587 67	5,374 63	29,960 01	5,923 70	24,038 54
Springfield, Ill	6,051 33	16,459 82	22,511 25	7,088 76	29,604 01	3,669 84	25,930 17
Springfield, Mass	14,548 95	30,038 56	45,207 51	10,113 17	55,320 68	29,946 22	25,374 46
Taunton, Mass	5,699 70	6,853 49	12,553 19	3,172 20	9,233 89	7,787 54	8,446 55
Terre Haute, Ind	3,130 55	3,031 06	6,161 63	1,073 13	7,231 33	10,854 18	7,426 34
Towanda, Pa	1,263 64	3,066 56	4,350 22	1,631 60	5,981 62	1,812 07	4,138 82
Utica, N. Y	11,961 72	3,011 90	44,973 32	13,225 50	58,199 02	21,949 56	36,249 76
Wheeler, W. Va	6,040 17	3,166 98	11,207 05	5,321 21	16,728 26	6,704 66	9,913 60
Williamsport, Pa	4,758 14	22,455 45	27,213 59	5,311 06	32,524 65	7,345 21	25,170 44
Winona, Minn	2,652 68	10,162 21	12,814 89	2,932 48	15,767 37	4,631 45	11,135 92
Worcester, Mass	17,885 38	22,709 28	40,584 66	18,580 76	60,155 42	22,196 18	37,969 24
Yankton, Dak	7,823 86	7,064 00	7,907 86	1,643 88	9,551 74	3,690 31	5,861 43
Zanesville, Ohio	3,983 83	11,679 81	15,863 64	1,951 28	16,814 92	4,935 14	11,879 78
Total	978,430 24	1,750,120 91	2,728,551 15	685,178 69	3,413,607 56	1,830,711 98	1,562,895 90

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882.*

ORDINARY POSTAGE-STAMPS.

NUMBER AND DENOMINATIONS OF STAMPS.

Quarter ending—	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	Value.
September 30, 1881	58,349,000	23,499,400	161,925,900	4,030,440	1,923,700	2,955,210	324,600	90,280	7,790	\$8,603,592 00
December 31, 1881	69,592,200	26,467,400	166,676,000	4,522,120	1,922,750	3,554,290	326,580	142,280	10,050	7,021,966 00
March 31, 1882	78,612,800	24,881,200	183,352,000	5,193,520	2,108,300	3,362,110	536,720	153,910	6,170	7,818,532 00
June 30, 1882	77,386,600	27,578,800	168,669,900	5,531,200	2,013,700	3,670,080	299,460	123,920	3,960	7,235,528 00
Total	283,934,700	106,346,800	686,468,700	19,277,280	7,968,450	14,541,690	1,487,340	510,400	29,970	28,679,528 00

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

NUMBER AND DENOMINATIONS OF STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.								Value.
	2-cent.	4-cent.	6-cent.	8-cent.	10-cent.	12-cent.	24-cent.	36-cent.	
September 30, 1881.....	128,300	79,495	47,170	36,540	89,620	34,565	34,135	18,790	12,795
December 31, 1881.....	131,770	80,320	52,330	37,595	94,675	37,470	37,425	18,580	12,340
March 31, 1882.....	111,145	73,505	48,160	34,940	84,665	39,145	37,680	18,535	14,755
June 30, 1882.....	120,195	79,745	47,580	37,955	84,885	37,430	37,270	19,220	12,445
Total.....	491,410	313,065	195,240	147,030	353,795	148,640	146,510	75,125	52,335
									65,300
									26,480

September 30, 1881.....

December 31, 1881.....

March 31, 1882.....

June 30, 1882.....

Total.....

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882—Continued.*

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.
	84-cent.	96-cent.	\$1.92.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.	\$60.
September 30, 1881	5,925	11,830	8,730	7,917	4,186	1,858	2,700	1,100	754	631	1,824
December 31, 1881	4,840	14,485	8,640	6,838	2,932	1,484	2,206	787	483	370	2,306
March 31, 1882	7,610	13,905	8,200	9,292	4,387	3,517	3,535	1,461	819	385	2,340
June 30, 1882	6,445	13,070	10,245	8,132	4,425	1,716	2,915	1,297	627	558	2,106
Total	24,820	53,390	35,815	32,299	15,930	8,575	11,376	4,645	2,683	1,954	8,476
											\$384,255 00
											366,664 70
											430,722 80
											400,427 20
											1,602,069 70

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.										Value.
	1 cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.	2-cent.
September 30, 1881	7,329,500	1,026,500	18,380,300	28,250	59,800	.....	500	.....	.....	9,165,000	887,500
December 31, 1881	7,859,500	1,834,000	19,061,500	47,000	69,550	.....	1,000	.....	.....	8,160,500	1,052,000
March 31, 1882	8,543,750	1,724,500	20,628,550	92,150	100	.....	600	.....	.....	9,458,250	1,029,250
June 30, 1882	8,551,750	1,103,500	18,306,150	23,750	52,150	.....	500	.....	.....	10,298,750	1,064,250
Total	32,284,500	5,689,500	76,374,500	148,850	273,650	100	2,600	.....	.....	37,082,500	4,004,000
											\$825,354 65
											868,612 73
											939,920 30
											858,169 85
											3,495,077 62

NEWSPAPER WRAPPERS.

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1892*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.						Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.
September 30, 1891	734,000	1,055,000	22,361,250	9,000	83,000	.....	.....
December 31, 1891	871,000	1,188,000	23,819,500	12,000	71,500	.....	500
March 31, 1892	863,500	1,296,500	23,415,000	11,500	83,000	500	.....
June 30, 1892	793,500	1,234,500	22,726,000	12,500	67,500	1,500	.....
Total	3,257,000	4,774,000	92,321,750	45,000	304,000	2,000	500
							\$703,826 30
							815,227 45
							805,343 40
							779,497 70
							3,183,894 85

POSTAGE-DUE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.						Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	30-cent.	50-cent.
September 30, 1891	440,100	137,250	1,389,900	86,560	128,550	620	300
December 31, 1891	525,100	203,750	1,763,200	127,460	137,270	1,620	400
March 31, 1892	551,200	228,930	1,784,000	117,940	197,230	760	570
June 30, 1892	811,950	386,350	1,864,550	180,600	276,580	8,050	2,200
Total	2,328,350	956,300	6,801,650	532,560	739,830	11,050	3,470
							352,170 00

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

Quarter ending—	NUMBER AND DENOMINA- TIONS OF ENVELOPES.		NEWSPAPER- WRAPPERS.	Value.
	3-cent.	6-cent.	1-cent.	
September 30, 1881.....	81,000	.....	441,000	\$7,515 00
December 31, 1881.....	78,000	.....	441,000	7,420 40
March 31, 1882.....	78,000	.....	441,000	7,356 00
June 30, 1882.....	78,500	500	400,500	7,015 10
Total.....	313,500	500	1,723,500	28,306 50

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps.....	1,114,560 330	\$28,679 528 00
Newspaper and periodical stamps.....	2,214 883	1 602 060 70
Ordinary stamped envelopes, plain.....	114,774 700	2 994 868 82
Ordinary stamped envelopes, request.....	100,704 250	3 183 894 85
Newspaper-wrappers.....	41 086 500	500 298 80
Postage-due stamps.....	11 375 310	352 170 00
Postal cards.....	351 498 000	3 516 015 00
Official postage-stamps.....	2 319 555	139 991 75
Official stamped envelopes and wrappers.....	2 037 500	28 306 50
Aggregate.....	1,740,571,038	40,978,053 42

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 7.—Table showing the number and value of official postage-stamps issued to the several Executive Departments during the fiscal year ended June 30, 1892.

Department.	NUMBER AND DENOMINATIONS OF STAMPS.											Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.		\$2.
War.	109,500	113,980	680,425	518,440	2,950	30,445	133,375	53,500	33,200	58,240	6,800		\$113,734 75
Navy	5,000	6,000	15,000	1,000									680 00
Interior	8,000	30,800	241,200	65,500		35,500	5,800	3,500	2,660	2,000	1,000		21,897 00
State								1,000	1,000	1,400	700	300	2,040 00
Agriculture	200		50,000			50	50		50	50			1,540 00
Total	122,700	150,780	1,086,625	584,940	2,950	65,985	139,225	58,000	37,850	61,690	8,500	300	139,991 75

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 8.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1882.*

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent.....	286,283,050	72,624,000	351,394,500		710,281,550
Two-cent.....	107,305,100	14,468,500	103,500	491,410	122,368,510
Three-cent.....	687,265,350	168,696,250			855,961,600
Four-cent.....				313,065	313,065
Five-cent.....	19,809,840	198,850			20,008,690
Six-cent.....	7,968,450	577,650		195,240	8,741,340
Eight-cent.....				147,030	147,030
Ten-cent.....	15,281,620	2,100		358,795	15,637,515
Twelve-cent.....				148,640	148,640
Fifteen-cent.....	1,487,340	3,100			1,490,440
Twenty-four cent.....				148,510	148,510
Thirty-cent.....	521,450				521,450
Thirty-six cent.....				75,125	75,125
Forty-eight cent.....				52,335	52,335
Fifty-cent.....	3,470				3,470
Sixty-cent.....				65,300	65,300
Seventy-two cent.....				26,480	26,480
Eighty-four cent.....				24,820	24,820
Ninety-cent.....	29,970				29,970
Ninety-six cent.....				53,390	53,390
One dollar and ninety-two cent.....				35,815	35,815
Three-dollar.....				32,299	32,299
Six-dollar.....				15,930	15,930
Nine-dollar.....				8,575	8,575
Twelve-dollar.....				11,376	11,376
Twenty-four dollar.....				4,645	4,645
Thirty-six dollar.....				2,683	2,683
Forty-eight dollar.....				1,954	1,954
Sixty-dollar.....				8,476	8,476
Aggregate.....	1,125,935,640	256,565,450	351,498,000	2,214,893	1,736,213,983
Value.....	\$29,031,698 00	\$6,658,972 47	\$3,516,015 00	\$1,602,069 70	\$40,808,755 17

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent.....	122,700	1,723,500			1,846,200
Two-cent.....	150,780				150,780
Three-cent.....	1,086,625	313,500			1,400,125
Six-cent.....	584,940	500			585,440
Seven-cent.....	2,950				2,950
Ten-cent.....	65,995				65,995
Twelve-cent.....	139,225				139,225
Fifteen-cent.....	58,000				58,000
Twenty-four cent.....	37,850				37,850
Thirty-cent.....	61,690				61,690
Ninety-cent.....	8,500				8,500
Two-dollar.....	300				300
Aggregate.....	2,319,555	2,037,500			4,357,055
Value.....	\$189,991 75	\$29,306 50			\$169,298 25
Total of all.....	1,128,255,195	258,602,950	351,498,000	2,214,898	1,740,571,038
Value.....	\$29,171,689 75	\$6,688,278 97	\$3,516,015 00	\$1,602,069 70	\$40,978,058 42

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 9.—Table showing the increase in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1892, over those of the preceding year.

Articles issued.	1891.		1892.		Increase.		Per cent. Increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	954,128,450	\$24,040,627 00	1,114,560,330	\$28,679,528 00	160,431,880	\$4,638,901 00	16.8+	19.2+
Newspaper and periodical stamps	1,985,788	1,398,874 00	2,214,893	1,602,069 70	219,105	203,285 70	10.9+	14.5+
Ordinary stamped envelopes, plain	106,291,300	2,647,567 74	114,774,700	2,994,868 82	8,483,400	347,301 08	7.9+	13.1+
Ordinary stamped envelopes, request	85,024,000	2,624,481 75	100,704,250	3,163,894 85	15,680,250	539,413 10	18.4+	20.5+
Newspaper wrappers	35,751,750	431,154 60	41,086,500	500,208 80	5,334,750	69,054 20	14.9+	16.0+
Postage-free stamps	8,045,710	254,393 00	11,375,310	352,170 00	3,329,600	97,777 00	41.8+	38.4+
Postal cards	308,536,500	3,098,605 00	351,498,000	3,516,015 00	42,961,500	429,410 00	13.9+	13.9+
Total issues for sale to the public	1,499,773,488	34,483,503 09	1,736,213,983	40,808,755 17	236,440,495	6,325,252 08	15.7+	18.3+
Add official stamps	2,012,544	107,777 32	2,819,555	139,991 75	807,011	32,214 43	15.2+	29.8+
Add official stamped envelopes and wrappers	2,525,500	34,155 50	2,037,500	29,306 50	*488,000	*4,849 00	*19.3+	*14.1+
Total of all issues	1,504,311,542	34,625,435 91	1,740,571,038	40,978,053 42	236,259,496	6,352,617 51	15.7+	18.3+

*Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 10.—Statement showing amount of dead mail matter treated in the division of dead letters during the year ending June 30, 1882.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters:		Domestic mailed letters.	640, 676	3, 196, 813	51, 100
Unopened from last fiscal year.....	110, 700				
Received during the year.....	3, 168, 889				
Domestic unmailable letters:		Domestic unmailable letters:	638, 173	233, 017	64, 050
Held for postage.....	2, 831	Held for postage.....			
From last fiscal year.....	272, 309	Containing unmailable articles.....	409, 267	175, 448	
Received during the year.....	275, 240	Misdirected.....		11, 711	
Containing unmailable articles.....	954	Blank.....			
Misdirected.....	274, 715				
Blank (without address).....	11, 711	Domestic third and fourth class matter.....		60, 476	
Domestic third and fourth class matter (packages).....					
Foreign matter:		Foreign matter:	351, 837		4, 450
From last fiscal year (letters).....	2, 100	Letters.....	17, 313		
Received during the year (letters).....	354, 187	Printed matter, samples, &c.....			
Printed matter, samples, &c., returnable to country of origin.....	356, 287				
	17, 313				
Total.....	4, 285, 285	Total.....	547, 266	3, 678, 419	59, 600

* Including—ordinary unclaimed, 3,049,952; returned from hotels, 83,187; returned from foreign countries (domestic origin), 136,919; and registered, 4,124. † Including—ordinary, 364,786; and registered, 8,620. a Card and request letters. b Forwarded to address upon receipt of postage. c Awaiting return of notice. d Address corrected and letters forwarded.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 11.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1882.

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.									
Containing—	Number.	Value.	Containing—	On hand.		Delivered.		Filed.		De- stroyed.	Outstanding.	
				Num- ber.	Value.	Num- ber.	Value.	Num- ber.	Value.		Num- ber.	Value.
Money: Outstanding from last fiscal year ...	1,287 =	\$2,366 23										
On hand from last fiscal year ...	1,266 =	2,800 55										
Received during the year	19,989 =	44,326 65	Money	1,454	\$2,880 51	16,213	\$37,440 21	3,550	\$6,301 87		1,325	\$2,870 84
Drafts, checks, notes, &c.:												
Outstanding from last fiscal year ...	1,022 =	79,650 39										
Received during the year	24,575 =	1,962,413 73	Drafts, checks, &c.			23,828	1,885,460 53	800	45,705 78		909	180,897 81
Merchandise, books, &c., received during the year (parcels and letters)	*90,842		Merchandise, books, &c.	15,683		41,041		19,624		114,537	7	
Receipts, paid notes, &c., received during the year	44,731		Receipts, paid notes, &c.			41,588		3,143				
Photographs received during the year ...	39,242		Photographs...			33,796		5,446				
Postage-stamps received during the year ...	52,463		Postage-stamps...			49,577		2,898				
Nothing of value	3,406,577		Nothing of value...			626,179				12,890,398		
Total	3,681,994	2,091,557 55		17,087	2,880 51	782,222	1,872,900 74	35,449	52,007 65	2,894,935	2,801	163,708 65

* This item includes 60,476 packages and 30,366 letters, which upon being opened were found to contain articles of value other than those enumerated above.

† Magazines, pamphlets, tracts, cards, seeds, &c.

‡ Including 80,000 returned to writers, and, writers not being found, again sent to the dead-letter office.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 12.—*Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.*—Continued.

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1881.....	2, 931
Treated by circular during the year:	
Domestic address, unopened.....	37, 705
Domestic address, resealed.....	43, 407
Foreign address.....	5, 238
	<u>86, 350</u>
	<u>89, 281</u>
Forwarded in reply to circular during the year:	
Domestic address, unopened.....	31, 898
Domestic address, resealed.....	31, 167
Foreign address.....	3, 887
	<u>66, 952</u>
Turned over to opening branch:	
Unopened.....	6, 039
Resealed.....	10, 416
	<u>16, 455</u>
	<u>83, 407</u>
Awaiting reply to circular July 1, 1882.....	5, 874

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money.....	7, 976
Drafts, notes, money-orders, &c.....	10, 050
Paid notes, canceled checks, &c.....	11, 913
Merchandise, books, chromos, &c.....	5, 885
Photographs.....	7, 274
Postage-stamps.....	11, 740
No value.....	462, 317
Total.....	<u>517, 155</u>
Containing valuables, turned over to the different branches for record.....	54, 838
Containing nothing of value, returned to writer.....	256, 459
Containing nothing of value, resealed and treated by circular.....	43, 407
Containing nothing of value, destroyed.....	162, 451
Total.....	<u>517, 155</u>

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 13.—*Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1882.*

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—		Registered letters ..				
On hand July 1, 1881.....	133		8, 137	480		203
Received during the year.....	8, 687					
	8, 820					
Ordinary letters—		Ordinary letters	336, 623	203	6, 394	4, 247
On hand July 1, 1881.....	1, 967					
Received during the year.....	345, 500					
	347, 467					
Printed matter, &c.....	17, 313	Printed matter, &c..	17, 197		116	
Total.....	373, 600	Total.....	361, 957	683	6, 510	4, 450

No. 16.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1881.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	21,223	636	117	14	3,670
Arkansas.....	21,323	556	89	23	3,489
California.....	29,292	7,953	4,545	291	3,881
Colorado.....	34,126	3,707	1,658	54	1,694
Connecticut.....	19,575	1,795	1,197	84	43,599
Delaware.....	2,816	43	57	1	187
Florida.....	13,061	562	90	20	1,622
Georgia.....	26,762	716	147	6	3,550
Illinois.....	81,197	12,029	7,340	205	14,477
Indiana.....	49,845	968	599	9	8,369
Iowa.....	55,849	1,824	1,203	18	10,464
Kansas.....	42,383	1,388	545	2	6,153
Kentucky.....	27,982	2,877	261	6	3,516
Louisiana.....	26,558	2,871	733	16	2,550
Maine.....	26,290	1,050	1,091	68	1,970
Maryland.....	19,005	1,601	637	33	1,574
Massachusetts.....	48,834	8,299	8,516	88	7,823
Michigan.....	53,097	1,797	5,922	65	8,331
Minnesota.....	34,618	1,245	2,225	11	4,259
Mississippi.....	20,454	977	96	4	3,374
Missouri.....	67,385	9,469	1,277	74	7,012
Nebraska.....	22,323	631	654	9	3,167
Nevada.....	6,376	478	521	13	1,289
New Hampshire.....	12,999	467	912	5	1,208
New Jersey.....	26,707	1,328	2,165	27	1,821
New York.....	152,523	52,384	25,961	1,598	62,750
North Carolina.....	28,847	567	77	11	4,848
Ohio.....	89,109	5,096	3,134	72	10,366
Oregon.....	10,039	880	305	12	1,560
Pennsylvania.....	125,725	11,033	6,474	184	9,197
Rhode Island.....	6,660	1,290	793	9	363
South Carolina.....	15,599	447	95	5	2,304
Tennessee.....	30,171	880	116	2	3,728
Texas.....	43,831	3,728	1,269	150	7,828
Vermont.....	12,186	452	730	2	1,322
Virginia.....	35,895	1,515	181	14	3,091
West Virginia.....	17,096	292	63	10	1,806
Wisconsin.....	48,274	1,621	1,751	68	6,473
Alaska Territory.....	58	22	3		
Arizona Territory.....	6,481	456	161	16	250
Dakota Territory.....	16,460	557	1,031	27	1,475
District of Columbia.....	15,976	852	176	38	13,183
Idaho Territory.....	6,465	291	76		276
Indian Territory.....	3,839	184	14		181
Montana Territory.....	8,692	787	342	10	311
New Mexico Territory.....	6,921	654	106	26	184
Utah Territory.....	8,458	861	258	49	585
Washington Territory.....	6,099	367	149	6	584
Wyoming Territory.....	4,469	615	86	12	368
Total.....	1,489,368	150,518	85,988	3,397	282,070

REGISTERED LETTERS.

375

State and Territory in the United States during the fiscal year ended June 30, 1882.

Quarter ended December 31, 1881.					Quarter ended March 31, 1882.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
27,651	985	118	49	3,973	31,976	869	128	6	3,543
27,615	1,372	107	21	3,972	28,851	972	181	8	3,888
36,724	16,202	6,105	303	4,210	34,068	10,868	5,099	314	4,171
35,580	7,279	1,935	134	1,812	31,376	4,995	2,117	175	1,812
24,295	2,772	1,681	65	43,768	27,642	3,356	1,706	1,466	43,904
3,626	105	84	3	261	3,850	59	84	4	245
16,064	1,018	195	7	1,590	20,408	1,180	209	5	1,699
38,621	774	834	6	3,875	39,242	1,242	320	17	4,228
104,910	20,217	8,500	339	16,286	117,143	15,434	9,804	357	16,313
64,392	1,984	746	28	8,970	74,881	1,451	627	28	7,694
75,929	2,895	1,376	45	11,971	80,940	1,764	2,010	39	11,143
51,479	3,473	765	29	7,481	58,057	1,699	763	12	6,528
32,565	4,502	377	18	4,103	39,794	4,132	252	15	4,039
33,972	3,788	1,014	44	2,687	34,493	2,923	1,111	43	2,786
31,967	2,310	1,449	33	2,076	34,819	1,329	1,294	22	2,081
21,510	2,417	712	28	1,669	23,148	1,568	780	50	1,738
56,426	14,394	9,989	181	8,525	63,330	12,374	8,348	308	8,940
67,807	3,871	7,256	102	9,563	74,431	2,943	7,259	136	9,161
47,248	2,802	2,794	36	4,992	48,422	1,567	3,466	25	5,478
28,405	1,510	2,115	12	4,069	28,737	1,122	1,111	20	4,473
85,100	12,898	1,705	546	7,573	87,170	9,656	1,760	149	7,591
30,703	1,724	886	14	4,032	33,284	1,388	1,129	19	4,011
7,347	1,237	696	28	773	6,857	812	511	19	722
15,485	857	1,206	15	1,284	16,974	694	923	11	1,323
27,326	2,516	2,718	64	1,902	23,015	1,823	2,710	112	1,980
180,469	82,962	29,034	2,481	69,101	183,545	64,349	27,966	3,620	74,151
36,381	836	79	6	5,023	41,484	845	126	5	5,416
116,450	8,584	8,804	172	11,919	152,579	7,179	4,105	169	12,206
12,649	1,471	639	29	2,004	13,067	1,005	382	41	1,699
150,130	17,991	7,863	368	10,057	159,579	14,032	8,245	398	10,224
6,963	1,837	926	19	427	7,380	1,270	868	76	464
22,824	699	200	4	2,610	24,658	696	178	2	2,672
36,294	1,318	152	9	3,905	41,042	957	114	5	4,173
56,154	5,262	1,724	118	9,086	64,585	4,429	1,678	142	8,980
16,259	959	851	8	1,517	17,623	555	902	24	1,557
41,748	2,776	854	85	8,873	47,173	2,504	236	20	8,374
21,135	590	97	16	2,055	24,107	447	114	17	2,040
67,803	3,381	2,290	149	7,574	72,363	2,114	2,776	106	7,448
79	28	4	2	79	79	15	6	1	1
8,712	887	239	35	253	9,059	785	212	19	806
20,793	1,433	1,191	81	1,364	19,852	722	1,267	39	1,287
17,394	1,633	253	121	14,005	15,668	1,090	375	91	16,175
7,862	503	78	2	309	7,374	431	122	1	380
4,518	807	15	-----	241	5,189	226	17	-----	281
11,894	1,229	427	27	423	11,510	927	408	24	482
9,258	903	146	19	162	10,068	836	153	11	209
11,911	1,127	376	67	642	12,332	670	424	70	660
7,629	544	240	16	662	8,363	440	284	12	665
5,282	1,045	110	11	421	4,627	789	105	14	590
1,860,306	251,920	103,805	5,893	308,572	2,016,024	193,910	103,709	8,365	314,268

No. 16.—*Number of registered letters and parcels transmitted through the*

States.	Quarter ended June 30, 1882.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	28,924	959	133	12	3,634	109,774	3,449
Arkansas.....	24,959	924	131	22	3,668	102,748	3,824
California.....	32,916	9,283	4,922	260	4,294	133,000	44,806
Colorado.....	30,597	5,024	2,018	143	1,992	131,659	21,005
Connecticut.....	24,615	3,835	1,672	181	43,769	96,127	11,258
Delaware.....	3,527	54	39	16	250	13,819	261
Florida.....	26,049	1,985	148	9	1,844	69,582	3,696
Georgia.....	34,295	1,626	172	12	3,929	133,920	4,858
Illinois.....	100,806	15,762	8,308	232	16,377	404,056	63,442
Indiana.....	62,153	1,275	596	22	8,083	250,771	5,993
Iowa.....	71,505	1,743	1,346	4	11,598	283,723	7,736
Kansas.....	49,299	2,170	660	8	6,618	201,218	8,930
Kentucky.....	37,483	3,851	376	13	4,283	137,854	15,362
Louisiana.....	30,538	3,744	1,021	41	2,651	125,561	13,326
Maine.....	32,126	1,140	1,527	30	2,201	125,202	5,829
Maryland.....	21,496	2,029	698	33	1,606	85,159	7,645
Massachusetts.....	56,549	14,181	9,776	161	8,296	225,139	49,248
Michigan.....	67,917	2,593	4,896	55	9,415	263,252	10,904
Minnesota.....	45,397	1,545	3,032	14	4,588	175,678	7,189
Mississippi.....	27,672	1,330	94	7	3,992	105,258	4,939
Missouri.....	83,266	9,925	1,474	123	7,514	333,021	41,943
Nebraska.....	27,497	1,117	791	8	3,399	113,807	4,858
Nevada.....	6,594	574	546	7	788	27,174	3,101
New Hampshire.....	15,480	553	1,080	3	1,374	60,938	2,571
New Jersey.....	29,331	2,124	2,700	62	1,967	112,379	7,791
New York.....	178,459	72,550	27,859	2,225	68,936	699,996	272,195
North Carolina.....	88,736	962	79	3	5,245	145,448	3,210
Ohio.....	114,667	6,345	3,585	185	12,194	452,805	27,154
Oregon.....	12,412	1,145	375	12	1,634	48,107	4,451
Pennsylvania.....	147,122	15,317	8,031	221	10,506	582,556	58,373
Rhode Island.....	6,792	1,343	910	16	432	27,795	5,840
South Carolina.....	22,077	665	125	3	2,668	85,158	2,506
Tennessee.....	37,671	1,038	1,02	7	4,241	145,178	4,191
Texas.....	55,998	4,336	1,528	122	9,139	222,518	17,755
Vermont.....	16,524	525	789	16	1,248	61,942	2,491
Virginia.....	46,666	2,034	209	42	3,385	171,452	8,829
West Virginia.....	22,894	391	106	13	2,169	85,232	1,690
Wisconsin.....	62,857	1,937	2,432	79	6,926	251,297	9,053
Alaska Territory.....	49	5	3	.....	.....	265	70
Arizona Territory.....	9,125	730	245	184	384	33,377	2,858
Dakota Territory.....	24,003	698	1,255	60	1,350	81,078	3,410
District of Columbia.....	15,775	1,097	891	88	16,475	64,813	4,672
Idaho Territory.....	7,928	434	76	2	408	29,629	1,659
Indian Territory.....	4,913	235	52	.....	245	18,459	952
Montana Territory.....	12,019	837	504	20	442	44,115	3,780
New Mexico Territory.....	10,207	658	170	7	294	36,474	3,051
Utah Territory.....	10,623	815	816	22	629	43,324	3,673
Washington Territory.....	7,353	417	221	5	673	29,444	1,768
Wyoming Territory.....	4,450	776	116	15	380	18,837	3,225
Total.....	1,834,420	203,136	99,605	4,720	308,033	7,200,118	799,479

RECAPIT

Total domestic letters.....	.....
Total domestic parcels.....	.....
Total foreign letters.....	.....
Total foreign parcels.....	.....
Free.....	.....
Grand total.....	.....
Fees received.....	.....

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of let- ters and parcels registered for year ended June 30, 1893.	Fees received.	Increase.			
Foreign.		Letters and parcels.			Fees.	Per cent.		
Letters.	Parcels.					Letters and parcels.	Fees.	
496	81	14,820	128,620	\$11,880 00	11,192	\$837 60	9.9	8.0
508	74	15,017	122,171	10,715 40	3,981	253 80	3.37	2.43
20,671	1,168	16,556	215,701	19,914 50	23,770	1,958 50	12.4	10.9
7,728	506	7,310	168,208	16,080 80	19,068	1,679 90	12.8	11.66
6,256	1,746	175,040	290,427	11,538 70	40,154	2,452 70	16.0	27.0
164	24	943	15,211	1,426 80	4,162	391 10	37.67	37.76
642	41	6,725	80,885	7,396 00	21,477	1,979 00	36.3	36.5
973	41	15,582	154,874	13,929 20	20,876	1,706 00	15.58	13.96
23,452	1,133	63,453	585,536	50,208 30	73,334	6,710 60	14.9	15.43
2,568	87	33,356	292,475	25,911 90	43,244	3,885 80	17.35	17.64
5,935	106	45,176	342,666	29,749 00	62,668	5,461 70	22.4	22.5
2,733	51	27,080	240,012	21,293 20	29,135	2,152 20	13.81	11.24
1,166	52	15,921	170,555	15,443 40	14,797	1,318 50	9.51	9.33
3,870	144	10,678	153,586	14,291 00	15,269	1,470 90	11.4	11.48
5,361	153	8,328	144,873	13,654 50	17,509	1,641 60	13.75	13.67
2,827	144	6,602	102,377	9,577 50	17,240	1,684 10	20.25	21.49
87,129	738	82,964	845,208	81,225 40	*4,528	5,028 30	.....	19.2
27,903	848	36,470	338,277	30,180 70	48,793	4,470 70	16.5	17.4
11,517	86	19,312	213,752	19,444 00	34,719	3,129 70	19.4	19.18
416	43	15,556	126,212	11,065 60	10,889	800 70	9.61	7.8
6,216	892	29,690	411,762	38,207 20	47,216	4,203 10	12.95	12.96
3,460	50	14,609	136,784	12,217 50	25,475	2,209 70	22.9	22.1
2,274	67	3,572	86,188	3,261 00	1,828	119 50	5.32	3.8
4,121	45	5,189	72,853	6,766 40	10,353	951 10	16.67	16.36
10,293	265	7,670	138,598	13,072 80	36,614	2,496 90	23.8	23.62
110,842	9,919	274,938	1,867,890	109,296 20	117,807	17,250 00	9.42	18.74
361	25	20,532	169,576	14,904 40	25,515	2,240 50	17.7	17.7
14,628	548	46,685	541,620	49,518 50	95,182	8,851 50	21.3	21.77
1,701	94	6,887	61,240	5,435 30	9,794	875 40	19.04	19.2
30,618	1,171	39,964	712,697	67,271 30	137,265	12,638 90	23.9	23.6
3,492	120	1,686	38,933	3,724 70	6,236	622 00	19.07	20.0
598	14	10,254	98,530	8,827 60	7,208	571 00	7.89	6.91
484	23	16,047	165,923	14,987 60	23,359	2,050 90	16.39	15.9
6,199	532	35,033	282,037	24,700 40	38,066	3,178 30	15.6	14.77
3,272	50	5,644	73,899	6,775 50	8,654	735 20	13.87	12.15
982	111	13,223	194,597	18,187 40	39,539	3,746 30	25.5	26.03
400	56	8,069	95,447	8,737 80	18,972	1,693 30	24.81	24.05
9,249	396	28,421	298,416	26,969 50	49,690	4,459 00	20.0	19.8
16	.....	3	354	35 10	*123	*12 20	.....	.....
857	204	1,140	38,436	3,729 60	6,107	571 50	18.89	18.7
4,744	157	5,476	94,865	8,988 90	52,164	3,105 90	51.3	53.22
1,196	333	59,837	130,850	7,101 30	*964	1,494 60	.....	26.66
352	5	1,873	33,018	3,164 50	7,993	734 00	81.94	30.2
98	.....	948	20,457	1,950 90	3,295	334 60	19.2	20.7
1,676	81	1,658	51,310	4,965 20	12,633	1,210 40	32.66	32.24
575	63	849	41,012	4,016 30	13,443	1,326 70	43.72	49.84
1,374	208	2,516	51,095	4,857 90	8,174	807 80	19.04	19.92
894	39	2,584	34,729	3,214 50	7,565	691 50	27.85	27.4
417	52	1,549	24,080	2,253 10	2,200	235 40	10.51	11.67
398,107	22,275	1,212,943	9,627,922	841,497 90	1,289,004	128,615 70	15.46	18.04

* Decrease.

ULATION.

.....	7,200,118 }	7,999,597
.....	799,479 }	
.....	393,107 }	415,382
.....	22,275 }	
.....	1,212,943	
.....	9,627,922	
.....	\$841,497 90	

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 17.—Statement showing the number and value of registered letters and packages forwarded during the fiscal year ended June 30, 1882, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency	162,949	\$30,773,759 45
Stamped envelopes and newspaper wrappers from Hartford agency	167,310	5,908,781 27
Postal cards from Castleton agency	85,063	3,516,015 00
Superintendent money-order system, drafts	3,834	796,729 00
Money-order branch Washington City post-office	3,604	2,244,682 93
Total	422,760	43,239,967 65
Increase over previous year	35,579	5,821,340 92
Secretary of Treasury received and sent	10,282	103,336,753 39
Register of Treasury received and sent	9,331	192,422,346 00
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national bank-notes, fractional currency, and coins	17,624	4,173,630 48
United States Treasurer sent	10,243	292,374 79
United States bonds, incomplete currency, and national bank notes sent from Treasury Department (Comptroller of Currency)	1,238	49,690,680 00
Internal-revenue stamps sent	25,068	150,039,114 86
Internal-revenue stamps received	6,275	14,802,780 37
Sixth Auditor received (currency)	1,304	20,058 18
Total for the Treasury Department	81,865	514,778,237 57
Aggregate	504,125	558,018,205 23

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 18.—Table showing increase of letters and parcels registered, and upon which fees were collected, at the twenty-five leading cities in the country, during the fiscal year ended June 30, 1882, over the amount for preceding year.

Cities and States.	Year ended June 30, 1881.				Year ended June 30, 1882.				Increase.							
	Letters.	Parcels.	Total.	Fees. Dollars.	Letters.	Parcels.	Total.	Fees. Dollars.	Letters.		Parcels.		Total letters and parcels.	Fees. Dollars.	Per cent.	
									Number.	Per cent.	Number.	Per cent.				
New York, N. Y.	286,907	207,813	494,720	49,472 00	333,245	248,851	582,096	58,209 60	46,338	16.15	41,038	19.76	87,376	17.66	8,737 00	17.66
New York, N. Y.	79,574	38,639	118,513	11,351 30	105,051	39,347	144,398	14,439 80	23,477	32.0	5,408	16.0	30,885	27.11	3,088 60	27.11
Philadelphia, Pa.	29,637	6,092	34,729	3,472 90	36,123	5,278	41,401	4,140 10	6,486	21.9	1,186	3.65	6,672	16.3	672 10	16.3
Brooklyn, N. Y.	73,041	42,755	115,796	11,579 60	91,247	63,547	154,794	14,379 40	18,268	24.9	9,702	25.9	27,988	24.9	2,799 80	24.9
Chicago, Ill.	85,843	30,644	66,487	6,648 70	41,658	31,351	73,009	7,300 90	5,816	16.3	7,707	2.37	6,522	9.9	652 20	9.9
Saint Louis, Mo.	76,761	26,452	102,213	10,223 30	90,165	38,086	128,251	12,825 10	13,364	17.43	12,584	49.5	25,968	25.4	2,596 80	25.4
Boston, Mass.	22,716	4,640	27,356	2,735 60	28,014	4,470	32,484	3,248 40	1,301	4.7	1,830	39.42	6,128	29.8	612 80	29.8
Baltimore, Md.	27,325	6,754	34,079	3,407 90	23,626	7,783	31,411	3,641 10	1,301	4.7	1,081	15.26	2,332	6.8	233 20	6.8
Cincinnati, Ohio	42,674	28,172	71,816	7,181 60	47,140	27,867	75,007	7,502 70	4,968	10.72	2,603	32.4	6,761	28.76	381 10	28.76
San Francisco, Cal.	33,952	8,634	42,586	4,258 60	40,600	10,637	51,237	5,123 70	1,572	3.85	1,849	8.22	14,632	28.76	1,463 20	28.76
New Orleans, La.	51,123	4,625	55,748	5,574 80	53,385	5,557	58,942	5,749 90	1,738	3.21	1,436	48.0	5,046	18.28	506 90	18.28
Cleveland, Ohio.	20,669	1,716	22,375	2,237 50	24,336	2,870	27,206	2,720 60	1,038	4.2	1,163	9.14	2,746	18.7	271 60	18.7
Buffalo, N. Y.	12,910	2,427	15,337	1,533 70	13,416	2,846	16,262	1,626 20	516	3.8	450	54.28	7,852	50	785 20	50
Newark, N. J.	12,412	3,539	15,951	1,595 00	11,118	3,130	14,248	1,424 80	1,243	10.19	1,300	103.9	2,110	35.51	211 00	35.51
Pittsburgh, Pa.	22,543	3,670	26,213	2,621 30	26,188	6,186	32,374	3,237 40	1,738	30.97	3,374	103.9	4,081	27.76	408 10	27.76
Pittsburgh, Pa.	16,573	3,360	19,933	1,993 30	17,415	3,944	21,359	2,135 90	6,626	33.27	1,825	128.0	5,252	43.34	525 20	43.34
Detroit, Mich.	11,869	2,833	14,702	1,470 20	14,287	4,494	18,783	1,878 30	2,418	16.9	1,663	58.7	4,081	27.76	408 10	27.76
Detroit, Mich.	10,698	1,322	12,020	1,222 00	11,624	2,948	14,572	1,457 20	1,711	14.7	1,325	128.0	5,252	43.34	525 20	43.34
Albany, N. Y.	8,272	1,389	9,661	966 10	8,396	1,714	10,110	1,011 00	1,294	15.5	1,013	25.64	4,449	44.90	44 90	44.90
Albany, N. Y.	8,604	4,001	12,605	1,260 50	10,750	5,027	15,777	1,577 70	1,946	22.1	1,913	36.04	2,972	23.31	297 20	23.31
Providence, R. I.	8,273	2,533	10,806	1,080 60	10,094	3,446	13,540	1,354 00	1,821	22.01	1,912	36.04	2,734	26.3	273 40	26.3
Richmond, Va.	5,975	5,493	11,468	5,493 00	7,974	9,228	17,202	7,202 00	1,969	33.44	4,255	84.49	2,424	37.42	242 40	37.42
Albany, N. Y.	7,919	1,300	9,219	921 90	10,411	1,468	11,879	1,187 90	2,432	31.47	1,663	129.23	2,660	28.87	266 00	28.87
Richmond, Va.	8,864	1,216	10,070	1,007 00	11,187	3,944	15,131	1,513 10	2,333	26.35	2,728	224.34	5,061	50.26	506 10	50.26
New Haven, Conn.																
Total.....	921,315	437,174	1,358,489	135,548 90	1,092,012	523,699	1,615,711	161,571 10	170,697	18.53	86,525	19.8	297,222	18.92	25,722 20	18.92

*** Decrease:**

A. D. HAZEN,
Third Assistant Postmaster-General.

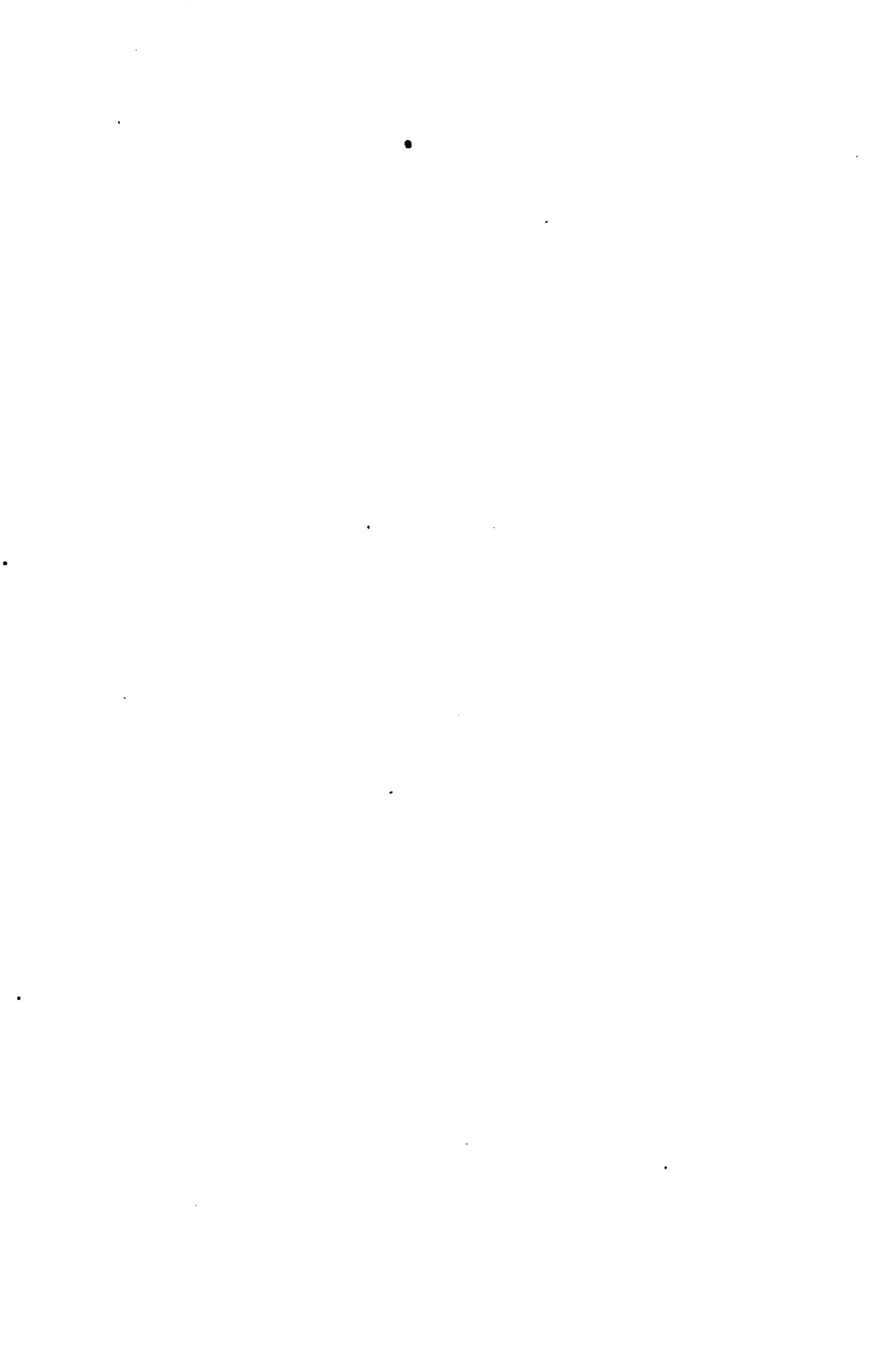
No. 19.—Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1892.

Description.	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.	Total.
Number of letters registered.....	343,480	109,221	97,425	44,268	125,533	719,926
Number of registered letters received for delivery.....	979,452	227,643	458,748	218,949	159,328	2,044,120
Number of registered letters received for distribution.....	695,513	1,262	7,376	1,527	6,597	712,271
Number of parcels of third and fourth class registered.....	248,851	39,347	52,547	31,351	5,005	377,101
Number of registered parcels of third and fourth class received for delivery.....	(*)	11,780	12,722	7,251	21,640	53,383
Number of registered packages received.....	943,262	189,918	406,794	189,354	141,063	1,864,491
Number of registered packages made up and mailed.....	558,175	132,434	847,049	581,909	165,188	2,282,755
Number of registered packages received.....	670,283	96,524	111,374	69,369	86,733	1,034,263
Number of through registered pouches in transit.....	21,609	9,910	23,866	20,350	8,040	83,775
Number of through registered pouches made up and dispatched.....	9,747	6	1,981	188	105	12,007
Number of through registered pouches made up and mailed.....	25,525	9,956	23,050	20,634	7,892	87,057
Postage-stamp packages received and mailed.....	162,458	9,275		51,727		223,480
Total number of registered letters, parcels, packages, and pouches handled.....	4,656,435	837,276	2,036,932	1,236,857	727,123	9,494,623
Value of gold coin received in registered mail.....	\$7,205,000					

* Not ascertained.

A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT
OF THE
SUPERINTENDENT
OF THE
POSTAL MONEY-ORDER SYSTEM
FOR
THE YEAR ENDED JUNE 30, 1882.



REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., October 25, 1882.

SIR: I have the honor to submit herewith a report of the operations of the postal money-order system of the United States for the fiscal year ended June 30, 1882. During that year the public employed the money-order system, which affords absolute security for remittances by mail, to a greater extent than in any like period since its inception. This increase, which is more than half again as large as the increase shown by the operations of the year 1880-1881, appears the more worthy of comment in view of the fact that for some months one of the express companies has maintained a money-order system of its own, which is made available to the public, by arrangement, through the offices and agencies of several other companies.

NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

There were established during the fiscal year 340 domestic money-order offices, and 12 offices were discontinued. Since June 30, 1882, 449 additional post-offices have been authorized to commence money-order business, and one office has been discontinued; so that there are in operation at the date of this report 5,939 domestic money-order offices.

ISSUES AND PAYMENTS OF DOMESTIC MONEY ORDERS.

The number of domestic money orders issued during the year was	
8,419,869, of the aggregate value of	\$113,400,118 21
And the number of such orders paid during same	
period was 8,401,668, amounting to	\$112,605,295 84
In addition to which, orders of the value of	783,006 06
Were repaid to the remitters thereof, making the total amount of pay-	
ments and repayments	113,388,301 90
And the excess of issues over payments only	\$11,816 31
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money orders was	\$1,053,710 55

This statement exhibits an increase over the transactions of the previous year of \$8,324,348.86, or 7.92 per cent., in the amount of orders issued; an increase of \$8,463,448.29, or 8.07 per cent. in the amount of

orders paid and repaid; and a gain of \$86,977.80, or nearly 9 per cent., in the amount of fees received from the public.

The average amount of the orders issued was \$13.47, or 24 cents smaller than during the fiscal year 1880-1881, and the average fee was 12.51 cents, being $\frac{1}{100}$ of a cent less than the average fee of the preceding year.

It is proper to remark upon the very small excess of the orders issued over the orders paid during the year, and to state, in that connection, that the department has recently issued instructions to postmasters concerning a system which it has devised for effecting payment of the amounts of unclaimed money orders. At the close of every month postmasters are now required to notify the payee of every money order, which, as shown by the corresponding advice on file, was unpaid at the end of the previous month, to present his order for payment, or, if it has been lost, to cause his correspondent, the remitter, to apply for a duplicate.

In order to assure proper payment the office of the Paymaster-General of the Army has for a number of years availed itself of the money-order system in paying claims against the United States for the services of colored soldiers of the late war. The amount of orders issued for this purpose during the last year, and transmitted, as a precautionary measure, through the office of the superintendent of the money-order system to the paying postmasters, was \$46,496.72, as against \$14,512.45 for the previous fiscal year.

DUPLICATE MONEY ORDERS.

Annexed to this report will be found a classified statement, Table B, of the duplicate orders issued during the year by the office of the superintendent of the money-order system, the number of such duplicates being 21,934, or 3,543 more than during the preceding year. Duplicate orders are issued without charge to the public, under authority of law, whenever the original order has from any cause been lost or destroyed, or has been invalidated by the operation of law, either by not being presented for payment within one year from the date of issue or by receiving more than one indorsement. They are also granted to remitters when, in pursuance of section 4041, Revised Statutes of the United States, the Postmaster-General has prohibited payment of the original orders drawn in favor of fraudulent lottery companies, or of persons engaged in conducting schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises.

DRAFTS AND TRANSFERS.

By regulation it is made the special duty of a postmaster to provide as far as possible against delay in the payment of money orders. But the current of business at many offices is such that the amount of money-orders presented for payment is continuously or occasionally in excess of the gross amount of funds received from the issued orders; so that postmasters at such offices are authorized and instructed to transfer, when occasion requires, a sufficient amount to pay orders from the postage to the money-order fund. The total amount of such transfers during the last fiscal year was \$905,707.81, while for the same period the sum of \$287,699.81 was retransferred to the postage from the money order account. The balance in favor of the postage account, \$618,007.80, has been refunded by a deposit in the Treasury for the postal service, made September 26, 1882.

When the postage funds are not available or are insufficient for money-order purposes, if east of the Rocky Mountains, postmasters are given a credit with the postmaster at New York, upon which they may draw; if upon the Pacific slope, funds are supplied by the postmaster at San Francisco, Cal., or by the postmaster at Portland, Oreg. In the last fiscal year the total amount of drafts drawn against credits at New York was \$10,823,200.96, while the San Francisco office furnished the sum of \$241,956 to neighboring post-offices, and the Portland office the sum of \$14,129.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The total amount of the remittances of surplus funds—that is, funds which were not at once needed at the remitting offices for the payment of orders—was, for the fiscal year, \$105,684,110.64.

LOST REMITTANCES.

From Table C, annexed to this report, it appears that 119 cases of alleged loss of remittances of surplus money-order funds were the subject of investigation during the year. Fifty-two of these cases, aggregating \$6,649, occurred in the previous year, in which number are included the 43 cases, amounting to \$5,949, which remained unsettled at the end of that year, and the remaining 9 cases, involving \$701, were not brought to the notice of the department until after June 30, 1881. Nine cases, in value \$1,105, allowed during the year to the credit of the postmasters by whom the remittances were made, form the item of expense, "lost remittances," in the table hereinafter given showing the revenues and expenses of the domestic money-order system. The sum of \$2,829, the gross amount involved in 19.65 cases, was recovered by post-office inspectors during the year; the department declined to allow credit in 5 cases, aggregating \$134; and in 6 cases it was subsequently ascertained that no loss had been incurred. There remained 79.35 cases, amounting to \$9,646.45, unsettled at the close of the year.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

The claims presented during the year for reimbursement because of the alleged erroneous payment of money orders numbered 48, their ratio to the total number of orders paid being as 1 to 175034.

The whole number of cases under investigation during the year was 95, aggregating \$2,579.27, in which are included 35 cases, amounting to \$962.19, which were unsettled at the close of the last year, while 12 other payments occurred during that year; but were not brought to the attention of the Post-Office Department until after June 30, 1881; \$573.74, the total amount of 27 cases, were recovered by inspectors of the department and paid over to the true payees of the respective orders. In 12 cases, the orders amounting together to \$316.70, the postmasters who made payment were adjudged at fault and held responsible for their lack of precaution; the owners of the orders, who were alone to blame in 2 cases, of the value of \$35, were required to stand the loss; in 2 cases the loss of \$60 was assumed by the Post-Office Department, the postmaster at the office of payment having been found blameless; and in 8 cases the sums involved were found to have been correctly paid in the first instance; 44 claims, of the total amount of \$1,315.48, were unsettled on June 30, 1882.

REVENUES AND EXPENSES.

The following is the Auditor's report of the receipts and expenses of the domestic money-order system for the last fiscal year:

Receipts:	
Fees on orders issued	\$1,063,710 55
Premiums, &c.....	828 07
	<hr/> \$1,054,538 62
Expenditures:	
Commissions and clerk hire.....	\$652,399 06
Lost remittances	1,105 00
Bad debts	33,083 52
Incidental expenses.....	87,609 87
	<hr/> 774,197 45
Excess of receipts over expenditures, being gross revenue	<hr/> \$280,341 17

In the item "commissions and clerk hire" is included the sum of \$175,548.84, being the amount allowed for clerical labor in the money-order service at certain of the larger post-offices out of the excess of commissions accruing from the issue and payment of money orders, which the postmasters are debarred by law from receiving. The limit fixed by law for the total compensation of a postmaster from all sources being \$4,000 (except in the case of the postmaster at New York), the commissions over \$4,000 are, by authority of the Postmaster-General, given to such offices as earn an excess, in the form of an allowance for clerk hire on money-order account.

Among the "incidental expenses" may be mentioned the sum of \$53,344.49 paid directly from money-order funds to the Public Printer for books, blanks, printing, and stationery furnished by him to the money-order office for use by postmasters and the department in the transaction of money-order business, of which amount \$7,298.12 was paid for work and material ordered during the fiscal year 1880-'81.

"BAD DEBTS."

Only a very small portion of the amount embraced under the head of "bad debts" in the foregoing statement represents losses occasioned by the failure of late postmasters to pay balances due by them to the United States. The larger part, \$33,060.10, was the loss incurred by reason of the failure of the banking house of Henry Clews & Co., of New York, and the consequent non-payment and protest of certain bills of exchange purchased by the department from that firm in August and September, 1873, for the purpose of paying balances due by the United States to foreign countries on money-order account. The total amount of the claim of the department against this firm was \$48,680.80, on account of which \$3,620.70 was collected in 1878 and 1879, after strenuous efforts of counsel, from the assets of the bankrupt firm in England; and after protracted efforts to secure, by suit at law, the remainder of the sum due, the department having become satisfied that little could be accomplished in that way because of the inadequacy of the assets, the claim was finally compromised by authority of the Postmaster-General and the Auditor, under section 409 of the Revised Statutes of the United States, by the payment, July 7, 1881, to the Post-Office Department, on the part of Henry Clews & Co., of the sum of \$12,000 cash, in full settlement thereof. The gross loss on account of

the insolvency of this banking house was therefore, as above stated, \$33,060.10.

Notwithstanding the above-mentioned loss, which is properly chargeable to the year in which the transactions occurred, the gross revenue from the domestic money-order business exceeded the revenue from the business of the previous year by \$28,026.53, or over 11 per cent.

Attached to this report is a tabular statement, A, of the operations of the domestic money-order system for each year since its establishment.

INTERNATIONAL MONEY-ORDER BUSINESS—ADDITIONAL CONVENTIONS.

Since the close of the fiscal year ended June 30, 1881, conventions for the exchange of money-orders have been concluded between the United States, on the one hand, and Jamaica, New South Wales, Victoria, and New Zealand, respectively, on the other, so that money-order business is now transacted with ten different foreign countries, to wit, the four just mentioned and Canada, Great Britain and Ireland, Germany, Switzerland, Italy, and France. On January 1, 1882, a new convention with Switzerland went into effect which simplified the exchange with that country and admitted of a reduction of the fees charged for the issue of Swiss orders in the United States.

There were in operation on June 30, 1882, 1,425 international money-order offices authorized to transact money-order business with each of the foreign countries with which the United States maintains an exchange of money-orders. Uniformity of system having, in great measure, been secured, the same set of forms is employed by postmasters for orders of all these nationalities.

Negotiations are now being conducted looking to an interchange of money-orders between the United States and Tasmania, Japan, Sweden, Norway, and Belgium, while money-order business with Portugal, under a convention duly signed and approved July 15, 1882, will be commenced on January 1, 1883. Annexed to this report will be found a copy of the new money-order convention with Switzerland and copies of the conventions with Jamaica, New South Wales, Victoria, New Zealand, and Portugal, respectively.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The subjoined statement exhibits in tabulated form the number and amount of orders of each of the several international varieties issued, the number and amount of orders paid, the amount of fees received, and the gain in amount, with the percentage of gain, in issues, payments, and fees. The enormous increase therein shown in the volume of the international money-order business is the best evidence of the public's appreciation of the facilities which the several international systems afford.

	Number of orders issued.	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Swiss	10,080	\$205,820 06	\$859 25	4,020	\$113,292 03
British	182,293	2,740,362 09	5,479 96	24,940	407,766 93
German	116,370	2,057,705 42	10,421 15	34,974	1,047,940 77
Canadian	48,228	1,018,641 62	4,290 73	40,537	785,326 01
Italian	14,234	408,221 60	715 98	738	19,616 87
French	6,015	99,738 10	745 10	2,728	57,352 79
Jamaica	45	917 23		297	8,284 13
New South Wales	68	2,345 75		83	2,077 65
Victoria	47	1,200 83		129	2,603 72
New Zealand	62	1,561 78		427	9,202 47
Totals	377,443	6,536,514 48	22,518 17	117,883	2,453,462 79

	Amount of fees received.	Amount of gain in orders issued over 1880-'81.	Percentage of gain in issues over 1880-'81.	Amount of gain in orders paid over 1880-'81.	Percentage of gain in payments over 1880-'81.	Amount of gain in fees received over 1880-'81.	Percentage of gain in fees over 1880-'81.
Swiss	\$4,591 50	\$60,070 12	41.21	\$3,920 74	3.58	\$484 60	11.79
British	78,526 30	738,372 44	36.88	47,030 22	13.04	20,301 20	34.86
German	36,785 70	681,979 59	47.43	222,919 70	27.02	11,881 10	47.70
Canadian	17,244 55	190,884 70	23.06	174,162 32	28.50	3,185 90	22.66
Italian	6,579 60	168,547 65	70.32	8,068 72	44.79	1,081 70	24.05
French	1,815 45	26,706 01	36.57	18,972 57	49.43	482 15	36.16
Jamaica	18 65						
New South Wales	86 75						
Victoria	19 95						
New Zealand	27 80						
Totals	145,644 25						

Exchange did not go into operation until January 1, 1882.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The Auditor is not able to furnish at this date a statement of the revenues which accrued from international money-order business during the last fiscal year, because much time must yet be occupied in adjusting the accounts for the last quarter of that year. In his report will be found, however, detailed statements of the revenues from international money-order exchanges for the fiscal year 1880-'81, being from the Swiss business, \$2,442.33; from the British, \$41,666.79; from the German, \$18,908.10; from the Canadian, \$7,776.31; from the Italian, \$8,469.25; and from the French, \$1,163.40; a total of \$80,426.18.

GENERAL FINANCIAL RESULTS.

The total issues of domestic and international money-orders were, in number, 8,797,312, of the value of \$119,936,632.69, and the payments were, in number, 8,519,551, amounting, with the repayments, to

\$115,864,282.86. The fees received from the public aggregated \$1,199,354.80.

In compliance with the terms of section 4050 Revised Statutes, the sum of \$360,767.35, the gross revenue, as reported by the Auditor, from both domestic and international money-order business, was deposited in the Treasury for the service of the Post-Office Department on October 16, 1882. But to arrive at the net profit of the money-order business (the domestic for 1881-'82 and the international for 1880-'81) there should be deducted from this sum the amount of such expenses for the money-order service as were paid out of appropriations made by Congress, to wit:

Salaries to 38 employés in the superintendent's office	\$51,200 00
Salaries to 115 employés in the money-order division of the Auditor's office.....	138,867 86
Stationery furnished for use in the superintendent's office.....	453 57
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office.....	5,215 67
Total.....	195,737 10

leaving the sum of \$165,030.25 in excess of all ascertainable expenditures for that service from any fund.

I have the honor, in conclusion, to renew the recommendations made in my letter of November 7, 1881, to the Postmaster-General with reference to certain

MODIFICATIONS OF THE POSTAL MONEY-ORDER SYSTEM,

to wit, a change in the scale of fees charged for the issue of domestic money-orders, including a reduction of the fee for orders under \$10 from 10 cents to 8 cents, and the increase of the maximum limit of a single order from \$50 to \$100, with an increase of 5 cents in the fee for each \$10 over \$50 up to \$80, from which amount to \$100 a fee of 45 cents is proposed, and to the issue concurrently with money-orders, under authority of law to be enacted by Congress, of money-orders of a new form, to be called postal notes, for a fee of 3 cents; to be payable at a designated money-order office to the bearer, and to be drawn only for sums less than \$5.

The increase, with correspondingly augmented fees, of the limit of an order from \$50 to \$100, by which a single order will be made to take the place now occupied by two, with a reduction by that means of one-half the labor of issue for all sums from \$50 to \$100, is designed to offset any loss which would result to the system from the reduction of the fees for orders of small amounts. As stated in the letter of November 7, above referred to, which is published upon pages 403-410 of the last Annual Report, the average cost of each money-order issued during the five years ended June 30, 1880, was 12.6 cents, and the average revenue from each order 12.7 cents, leaving a margin of one mill as a profit upon each order. But inasmuch as nearly one-half of all the orders issued are for sums under \$5, any reduction of the fee on such orders without a corresponding reduction of labor and increase of fees for the large amounts would necessarily result in a loss.

THE "POSTAL NOTE,"

a model of which was printed upon page 405 of the Annual Report of last year, is intended to take the place of fractional currency in so

far as that currency was used by the public for remittances of small sums by mail. The process of issue would be such that the amount, the figures representing which are to be punched from three rows of figures for dollars, dimes, and cents, respectively, cannot be altered, and it is proposed to have the notes, which are to be of a convenient size for inclosure in the ordinary letter-size envelopes, engraved upon thin bank-note paper, and provided with effective checks against counterfeiting.

This scheme, I may add, met with the full approbation of the Committee on the Post-Office and Post-Roads, and was unanimously recommended by them at the last session of Congress. A bill (H. R. 5661) embodying its several provisions passed the House of Representatives at that session, but failed to pass the Senate, which it reached near the time for adjournment, the attention of that body having been occupied with other pressing business in the last days of the session. I deem it of great importance that legislation authorizing the issue of the postal note to supply an urgent public want and the suggested changes in the scale of fees for domestic money orders be again requested at an early day.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD.

Superintendent of Money-Order System.

Hon. T. O. HOWE,
Postmaster-General.

TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1882.*

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	26,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,845 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,604 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 00	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 65	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,686	72,820,509 70	72,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,041 02	88,006,200 20	789,347 09	575,886 32	.....	223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,400,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
Total		1,028,100,980 12	1,026,083,197 25	.....	.....	.....	.....

B.—*Statement of duplicate money orders issued by the department during the fiscal year ended June 30, 1882.*

		Remarks.
I. In lieu of money orders lost in transit	19,694	Being 4,876 more than during the preceding year.
II. In lieu of money orders payment of which had been prohibited in pursuance of section 3929 of the Revised Statutes of the United States.	125	Being 1,516 less than during the preceding year.
III. In lieu of money orders lost by the payees, remitters, or indorsees.	1,123	Being 34 more than during the preceding year.
IV. In lieu of money orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	327	Being 130 less than during the preceding year.
V. In lieu of money orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	146	Being 89 more than during the preceding year.
VI. In lieu of money orders invalidated by reason of not being presented for payment within one year after the date of their issue.	519	Being 190 more than during the preceding year.
Total	21,934	

39747	Chicago	Ill	Nov. 14, 1878	Calais Station E, New	Me ...	Nov. 25, 1878	\$20 00
20865	New York	N. Y. ...	Jan. 31, 1881	York	N. Y. ...	Feb. 24, 1881	40 00
	Total, 2 cases						60 00

II.—RECOVERED DURING THE YEAR—Continued.

b) Cases which occurred subsequent to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Mendocino	Cal.	July 8, 1881	Postmaster at Cuf- fy's Cove, Cal.	\$220 00		
Mason	Tex.	Aug. 6, 1881	Robbers	100 00		Part of remittance of \$154. (See V b.)
Milton	N. C.	Dec. 21, 1881	Route agent	54 00		
Murray	Ky.	Dec. 27, 1881	Remitting post- master.	80 00		
				163 00		
Melbourne	Ark.	Feb. 4, 1882	Thief			
Miles City	Mont.	Jan. 8, 1882	Sub-contractor	100 00		
Charleston	Miss.	Mar. 11, 1882	Route agent	25 00		
6.65 cases					\$722 00	
Total recovered, 19.65 cases					2,829 00	

III.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total Amount.	Remarks.
McComb	Miss.	Oct. 25, 1880	Sept. 29, 1881	\$50 00		
Carbondale	Kans.	Dec. 24, 1880	Sept. 29, 1881	10 00		
Carbondale	Kans.	Jan. 6, 1881	Sept. 29, 1881	10 00		
Springwater	N. Y.	Jan. 22, 1881	Sept. 21, 1881	17 00		
Mill Port	N. Y.	Jan. 22, 1881	Sept. 21, 1881	47 00		
5 cases					\$134 00	

IV.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1881.

Weaverville	Cal.	Sept. 1, 1880	Mar. 24, 1882	\$452 00		Paid by duplicate draft.
Waterville	Miss.	Nov. 12, 1880	Mar. 20, 1882	126 00		No such remittance made.
Clear Water	Minn.	Mar. 5, 1881	May 13, 1882	125 00		Duly received.
Manatee	Fla.	Apr. 30, 1881	Mar. 24, 1882	116 00		Duly received.
Rico	Colo.	Apr. 28, 1881	Mar. 20, 1882	121 00		Paid by duplicate check.
Humboldt	Tenn.	June 16, 1881	Sept. 5, 1881	100 00		Duly received.
6 cases					\$1,034 00	

V.—UNSETTLED.

a) Cases which occurred prior to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Milton	N. C.	May 29, 1877	\$302 00		
Florence	S. C.	Mar. 26, 1880	91 00		
Brownsdale	Minn.	Jan. 31, 1880	206 00		
Sangerteria	N. Y.	Nov. 10, 1880	5 00		
Callicoon Depot	N. Y.	Jan. 11, 1881	75 00		
Troup	Tex.	Jan. 11, 1881	540 00		
Summit	Miss.	Jan. 4, 1881	20 00		(*)
Coudersport	Pa.	Jan. 22, 1881	35 00		
Cross Plains	Ala.	Dec. 29, 1880	79 00		
Rutherfordton	N. C.	Dec. 22, 1880	15 00		
Forest	Ohio	Dec. 28, 1880	100 00		
Laredo	Tex.	Dec. 31, 1880	9 00		
Delphi	Ind.	Mar. 15, 1881	100 00		
Trempealeau	Wis.	Mar. 12, 1881	60 00		
Athens	Ga.	Apr. 30, 1881	30 00		
Uvalde	Tex.	Apr. 29, 1881	315 00		
Cross Plains	Ala.	May 10, 1881	87 00		
Montague	Tex.	June 3, 1881	373 00		
Jefferson	Ga.	Apr. 29, 1881	20 00		
Jefferson	Ga.	Apr. 30, 1881	20 00		
Rohnerville	Cal.	May 30, 1881	12 00		(*)
21 cases				\$2,494 00	

V.—UNSETTLED—Continued.

b) Cases which occurred subsequent to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Amount.	Total Amount.	Remarks.
Boonton.....	N. J.....	Aug. 18, 1881	\$35 00		Part of a remittance of \$154. (See II b.)
Milledgeville.....	Ga.....	Aug. 5, 1881	10 50		
Mason.....	Tex.....	Aug. 6, 1881	54 00		
Rolling Prairie.....	Ind.....	Aug. 20, 1881	20 00		
Buchanan.....	Va.....	Sept. 17, 1881	25 00		
Alderson.....	W. Va.....	Sept. 17, 1881	92 00		
Union.....	W. Va.....	Sept. 17, 1881	35 00		
Parish.....	N. Y.....	Sept. 20, 1881	35 00		
Sparta.....	Tenn.....	Oct. 3, 1881	250 00		
Center.....	Tex.....	Oct. 4, 1881	390 00		
Tampa.....	Fla.....	Oct. 8, 1881	284 00		
Tampa.....	Fla.....	Oct. 15, 1881	50 00		
Wesson.....	Miss.....	Sept. 30, 1881	19 00		
Brandon.....	Miss.....	Oct. 19, 1881	60 00		
Raymond.....	Miss.....	Oct. 19, 1881	290 00		
Victoria.....	Ill.....	Nov. 1, 1881	21 00		
Guthrie Centre.....	Iowa.....	Sept. 29, 1881	25 00		
Cartersville.....	Ga.....	Nov. 1, 1881	280 00		
Pleasantville.....	Pa.....	Nov. 16, 1881	100 00		
Cleburne.....	Tex.....	Oct. 25, 1881	110 00		
Perry.....	N. Y.....	Nov. 12, 1881	32 00		
Quinnimont.....	W. Va.....	Sept. 17, 1881	160 00		
White Sulphur Springs.....	W. Va.....	Sept. 17, 1881	10 00		
La Crosse.....	Ark.....	Nov. 10, 1881	15 00		
Granbury.....	Tex.....	Oct. 24, 1881	440 00		
Clymer.....	N. Y.....	Nov. 16, 1881	61 00		
Saint Jo.....	Tex.....	Sept. 24, 1881	47 00		
Murphy.....	N. C.....	Oct. 31, 1881	447 00		
Morton.....	Miss.....	Oct. 19, 1881	14 00		
Granbury.....	Tex.....	Dec. 20, 1881	181 00		
Henrietta.....	Tex.....	Dec. 2, 1881	135 45		
Christiansburgh.....	Va.....	Jan. 19, 1882	5 00		
South Orange.....	N. J.....	Sept. 17, 1881	20 00		
Clinton.....	Miss.....	Oct. 20, 1881	139 00		
Montague.....	Tex.....	Dec. 29, 1881	94 00		
Waxahachie.....	Tex.....	Oct. 26, 1881	400 00		
Monticello.....	Ky.....	Oct. 22, 1881	100 00		
Monticello.....	Ky.....	Oct. 25, 1881	40 00		
Llano.....	Tex.....	Jan. 19, 1882	20 00		
Fort Bennett.....	Dak.....	Feb. 24, 1882	5 00		
Grand View.....	Tex.....	Oct. 24, 1881	221 00		
Grand View.....	Tex.....	Oct. 25, 1881	35 00		
Hearne.....	Tex.....	Mar. 8, 1882	3 50		
Anderson.....	Ind.....	Mar. 13, 1882	43 00		
Rockport.....	Tex.....	Feb. 15, 1882	217 00		
Decatur.....	Tex.....	Oct. 25, 1881	295 00		
Tallassee.....	Ala.....	Mar. 20, 1882	20 00		
Fort McKavett.....	Tex.....	Feb. 14, 1882	221 00		
Jeanerette.....	La.....	Apr. 18, 1882	23 00		
Gainesville.....	Ark.....	Mar. 23, 1882	147 00		
Jeanerette.....	La.....	Apr. 25, 1882	23 00		
Pinckney.....	Mich.....	Apr. 20, 1882	1 00		
Louisville.....	Miss.....	Apr. 4, 1882	40 00		
Marksville.....	La.....	Mar. 4, 1882	188 00		
Laredo.....	Tex.....	May 28, 1882	217 00		
Frio Town.....	Tex.....	Apr. 13, 1882	20 00		
Pearlsburgh.....	Va.....	Apr. 17, 1882	10 00		
Holland.....	Iowa.....	June 8, 1882	702 00		
Monticello.....	Ky.....	Oct. 5, 1881	175 00		
58.35 cases.....				\$7,152 45	
Total "unsettled,"					
79.35 cases.....				\$9,646 45	

* These nine cases, involving an amount of \$701, and which occurred prior to June 30, 1881, were not brought to the attention of the department until after the close of the fiscal year ended that day.

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1882.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid.....	95		\$2, 579 27
a) Orders issued prior to June 30, 1881.....	47	\$1, 314 96	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....	48	1, 264 31	
I. Recovered.....	27		573 74
a) Orders issued prior to June 30, 1881.....	10	207 34	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....	17	366 40	
II. Charged to the payee.....	2		35 00
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....	2	35 00	
III. Paid to the proper payee.....	8		278 35
a) Orders issued prior to June 30, 1881.....	8	278 35	
IV. Charged to paying postmaster.....	12		316 70
a) Orders issued prior to June 30, 1881.....	6	167 52	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....	6	149 18	
V. Charged to department.....	2		60 00
a) Orders issued prior to June 30, 1881.....	2	60 00	
VI. Unsettled.....	44		1, 315 48
a) Orders issued prior to June 30, 1881.....	21	601 75	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....	23	713 73	
Total.....	95		2, 579 27

I.—RECOVERED.

a) Orders issued prior to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
2201	Kenney.....	Ill.	July 10, 1880	Leadville.....	Colo.	July 20, 1880	*\$15 00
G. 68533	New York.....	N. Y.	Apr. 15, 1879	La Crosse.....	Wis.	June 9, 1879	25 62
15513	Toledo.....	Ohio.	Apr. 20, 1881	New York.....	N. Y.	Apr. 23, 1881	15 00
6777	Catlettsburgh.....	Ky.	May 9, 1881	New Orleans.....	La.	May 12, 1881	12 00
1381	Refugio.....	Tex.	Nov. 15, 1880	San Antonio.....	Tex.	Nov. 22, 1880	7 50
27333	Laramie City.....	Wyo.	Mar. 23, 1881	Denver.....	Colo.	Nov. 29, 1881	50 00
B. 1626	Carnock.....	Eng.	May 10, 1881	Youngstown.....	Ohio.	May 28, 1881	*4 87
62950	Jacksonville.....	Fla.	May 27, 1881	Evansville.....	Ind.		*25 00
35091	Canton.....	Miss.	Oct. 8, 1880	Jackson.....	La.	Oct. 21, 1880	*50 00
2667	Poplar Bluff.....	Mo.	May 30, 1881	Charleston.....	Mo.	June 2, 1881	*2 35
10 cases.....							207 34

b) Orders issued subsequent to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
14932	Lebanon.....	Ohio.	Aug. 11, 1881	Detroit.....	Mich.	Aug. 19, 1881	\$50 00
55160	Baltimore.....	Md.	Sept. 29, 1881	Waynesborough.....	Va.	Oct. 13, 1881	12 50
5430	Waynesborough.....	Va.	Oct. 13, 1881	Charleston.....	W. Va.	Oct. 15, 1881	12 50
9214	Salinas.....	Cal.	Sept. 5, 1881	Montgomery.....	Ala.	Sept. 13, 1881	5 00
20147	Oregon.....	Ill.	Aug. 23, 1881	Fort Scott.....	Kans.	Aug. 29, 1881	15 00
59789	Wilmington.....	Del.	Sept. 12, 1881	Chicago.....	Ill.	Sept. 14, 1881	15 00
53790	Philadelphia.....	Pa.	Aug. 24, 1881	Charleston.....	W. Va.	Sept. 13, 1881	1 90
B. 31086	Bradford.....	Eng.	Aug. 23, 1881	Detroit.....	Mich.	Sept. 7, 1881	24 35
2862	Youngstown.....	Ohio.	Sept. 8, 1881	Chicago.....	Ill.	Sept. 10, 1881	21 00
53815	Bloomfield.....	Ind.	July 20, 1881	Vincennes.....	Ind.	July 29, 1881	25 00
53260	Wheeling.....	W. Va.	Nov. 1, 1881	Baltimore.....	Md.	Nov. 3, 1881	15 00
1504	Bloomington.....	Mich.	Nov. 7, 1881	Conwa.....	Iowa.	Dec. 5, 1881	20 00
8634	Kirwin.....	Kans.	Nov. 21, 1881	Kansas City.....	Mo.	Dec. 6, 1881	38 00
81553	San Francisco.....	Cal.	July 29, 1881	Boston.....	Mass.	Aug. 8, 1881	35 00
2058	Newburgh.....	W. Va.	Mar. 14, 1882	Wilkes Barre.....	Pa.	Mar. 29, 1882	31 25
50679	New York.....	N. Y.	Jan. 7, 1882	Philadelphia.....	do.	Feb. 10, 1882	40 00
11196	Middleport.....	Ohio.	Apr. 11, 1882	Saint Louis.....	Mo.	.....1882	4 90
17 cases.....							366 40
Total recovered, 27 cases.....							573 74

39747	Chicago	Ill	Nov. 14, 1878	Calais	Me	Nov. 23, 1878	\$20 00
20865	New York	N. Y.	Jan. 31, 1881	Station E, New York	N. Y.	Feb. 24, 1881	40 00
	Total, 2 cases						60 00

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1881.

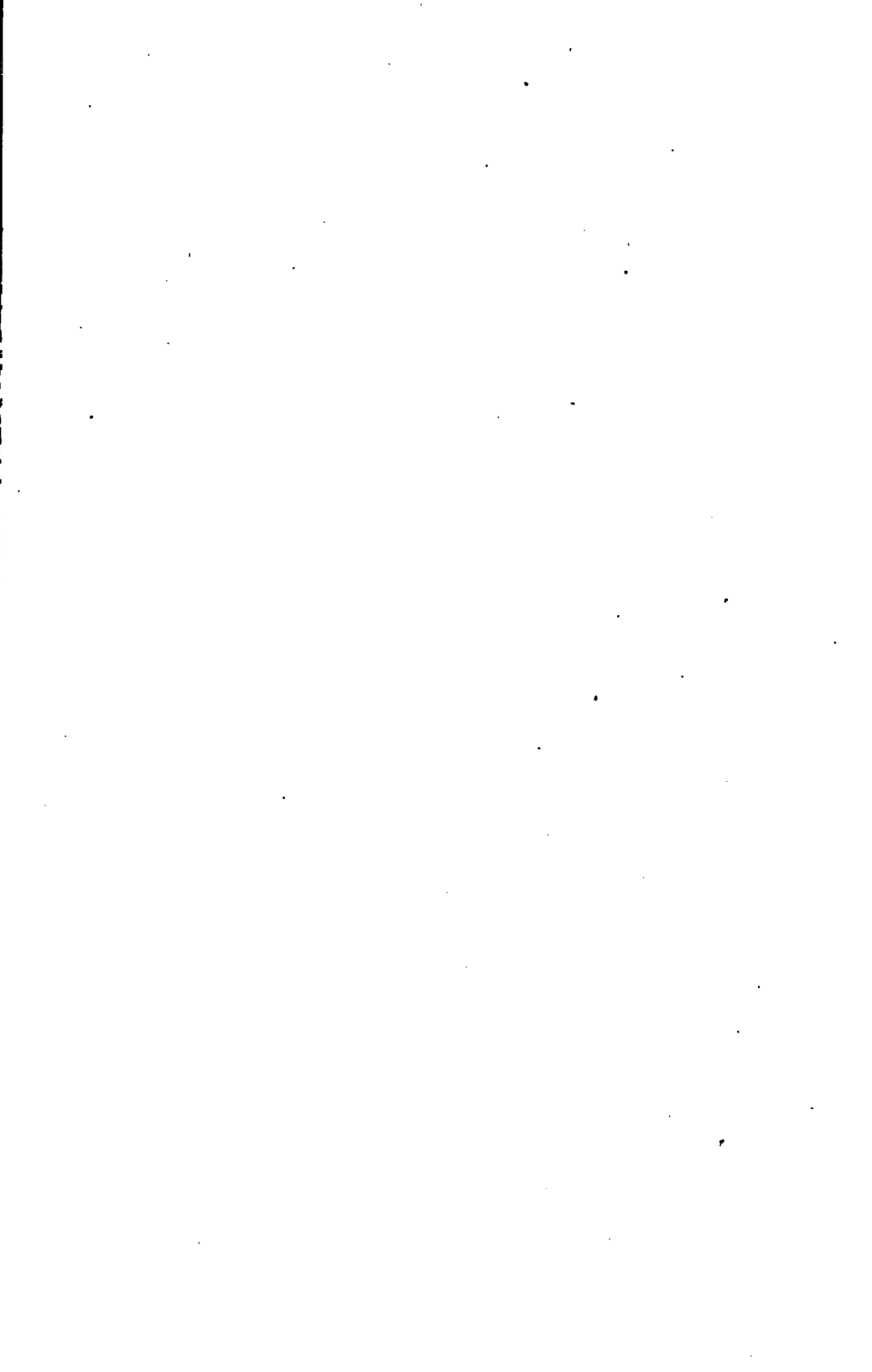
Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
43954	Council Bluffs.....	Iowa	Dec. 31, 1878	Sterling.....	Ill	Jan. 2, 1879	\$15 00
80755	Kansas City.....	Mo.	June 13, 1879	Sterling.....	Kans.	June 14, 1879	25 00
4450*	Dundalk.....	Ont	Apr. 11, 1877	Louisville.....	Ky	Apr. 18, 1877	42 35
4451*	do.....	do	do	do.....	do	do	42 35
4452*	do.....	do	do	do.....	do	do	30 50
Dup 18803	{ Fremont.....	Nebr.	Oct. 21, 1876	Ashland.....	Nebr.	Sept. —, —	23 00
10628	{ Hallettsville.....	Tex	Aug. 14, 1879	Lampasas.....	Tex.	Sept. 3, 1879	8 00
1944	{ Washington.....	D. C.	Aug. 28, 1878	Erie.....	Pa	Aug. 30, 1878	50 00
60681	{ do.....	do	do	do.....	do	do	14 00
60682	{ Tarborough.....	N. C.	Jan. 4, 1880	New Berne.....	N. C.	Jan. 10, 1880	5 00
22602	{ Auburn.....	Ala	July 24, 1879	Atlanta.....	Ga	do	11 00
10898	{ Lexington.....	Ky	Aug. 6, 1880	do.....	do	Aug. 18, 1880	25 00
47430	{ Clay Centre.....	Kans.	Feb. 14, 1880	Leadville.....	Colo	Feb. 5, 1881	50 00
15002	{ do.....	do	do	do.....	do	do	5 00
15003	{ do.....	do	do	do.....	do	do	5 00
G. 11305	{ New York.....	N. Y.	Oct. 11, 1880	Newark.....	N. J.	Oct. 13, 1880	*35 29
6003	{ Comanche.....	Tex	May 20, 1881	Eureka Springs.....	Ark	May 30, 1881	*8 50
G. 32547	{ New York.....	N. Y.	May 26, 1881	Detroit.....	Mich	July 25, 1881	*50 00
G. 32548	{ do.....	do	do	do.....	do	do	*50 00
G. 32549	{ do.....	do	do	do.....	do	do	*50 00
G. 32550	{ do.....	do	do	do.....	do	do	*50 00
G. 32551	{ do.....	do	do	do.....	do	do	*11 76
21 cases.....							601 75

VI.—UNSETTLED.

b) Orders issued subsequent to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
10220	Coudersport.....	Pa	Nov. 4, 1881	Los Angeles.....	Cal	Nov. 12, 1881	\$50 00
10221	do.....	do	do	do.....	do	do	50 00
10222	do.....	do	do	do.....	do	do	50 00
61483	Washington.....	D. C.	Dec. 13, 1881	Vicksburgh.....	Miss	Jan. 5, 1882	50 00
61484	do.....	do	do	do.....	do	do	50 00
61485	do.....	do	do	do.....	do	do	50 00
61486	do.....	do	do	do.....	do	do	50 00
61487	do.....	do	do	do.....	do	do	50 00
61488	do.....	do	do	do.....	do	do	45 17
69195	Buffalo.....	N. Y.	Aug. 29, 1881	Ogdensburg.....	N. Y.	do	15 00
73172	Dallas.....	Tex	Jan. 16, 1882	Salisbury.....	N. C.	Jan. 21, 1882	10 00
528	Rose Creek.....	Minn	Aug. 27, 1881	Ashland.....	Nebr	Nov. 5, 1881	59 00
529	do.....	do	do	do.....	do	do	8 35
41727	Wilkes Barre.....	Pa	Apr. 18, 1882	Georgetown station, Wash'n	D. C.	Apr. 24, 1882	4 00
23161	Weatherford.....	Tex	Oct. 27, 1881	Waco.....	Tex.	Nov. 3, 1881	15 00
25171	Ravenna.....	Ohio	Mar. 30, 1882	Elmira.....	N. Y.	Apr. 6, 1882	10 00
9392	Elkton.....	Ky	Nov. 15, 1881	Springfield.....	Mo	Nov. 26, 1881	6 00
27547	Colorado Springs.....	Colo	Feb. 25, 1882	Gunnison.....	Colo	Mar. 21, 1882	25 00
25315	Eureka.....	Nev	Feb. 17, 1882	Butte City.....	Mont.	Feb. 23, 1882	32 00
F. 330	Treta.....	France	Aug. 8, 1881	New York.....	N. Y.	Sept. 2, 1881	50 00
F. 331	do.....	do	do	do.....	do	do	17 00
B. 299	{ Brighton.....	Eng	Jan. 5, 1882	do.....	do	Jan. 27, 1882	1 21
11320	{ South Abington.....	Mass.	Oct. 29, 1881	Kansas City.....	Mo	Nov. 15, 1881	25 00
1716	{ do.....	do	do	do.....	do	do	25 00
23 cases.....							713 73
Total "unsettled," 44 cases.....							1,315 48

* These 12 cases, amounting to to \$352.77, alleged to have occurred prior to June 30, 1881, were brought to the attention of the department after that date.



**NEW MONEY-ORDER CONVENTION WITH
SWITZERLAND.**

OCTOBER 18—NOVEMBER 30, 1881.

CONVENTION

FOR THE

EXCHANGE OF POSTAL MONEY ORDERS BETWEEN THE UNITED STATES OF AMERICA AND SWITZERLAND.

Convention concluded between the Post-Office Department of the United States of America and the Postal Administration of Switzerland, of the 18th October and 30th November, 1881.

The undersigned have concluded the following convention for the exchange of postal orders between the United States of America and Switzerland, subject to the ratification of proper authority, and in lieu of the convention of the 12th October, 1867, and of the Article additional thereto of the 23rd February, 1872.

ARTICLE 1.

There is established between the United States of America and Switzerland a regular exchange of postal orders. This exchange is to be effected by the Exchange Offices which each of the two Administrations shall have designated for this purpose, and which Exchange Offices shall notify each other by means of lists of orders for payment.

ARTICLE 2.

The amount of the orders shall always be expressed in the money of the country where payment is to be made.

26 P M G

Convention conclue entre le Département des postes des États-Unis d'Amérique et l'Administration des postes suisses, le 18 Octobre et 30 Novembre 1881.

Les soussignés ont conclu la convention suivante pour l'échange des mandats-poste entre les États-Unis d'Amérique et la Suisse, convention qui sera soumise à la ratification de l'autorité supérieure compétente, et qui remplacera celle du 12 Octobre 1867, et l'article additionnel à cette dernière convention du 23 Février 1872.

ARTICLE 1.

Il est créé, entre les États-Unis d'Amérique et la Suisse, un échange régulier de mandats-poste. Cet échange s'effectue par l'entremise des bureaux d'échange que chacune des deux Administrations désigne à cet effet, et ces bureaux s'avisent réciproquement au moyen de listes, des mandats à payer.

ARTICLE 2.

Le montant des mandats est toujours exprimé dans la monnaie du pays où doit s'effectuer le paiement.

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ARTICLE 3.

1. No order payable in the United States shall exceed the amount of fifty dollars, and no order payable in Switzerland shall exceed an amount in francs equivalent to that sum.

2. Fractions of a cent or of a centime, are not to be introduced into the amount of an order.

ARTICLE 4.

Payment of the amount of orders is to be effected in money of metallic value of the country of destination.

This payment can also be effected in either country in paper money which is a legal tender therein. In that event, account is always to be taken of the difference of value, if there be any.

ARTICLE 5.

1. Each of the two Administrations is at liberty to fix at any time the rate of conversion of the amounts, payment of which is to be made in the other country.

2. The two Administrations will communicate to each other the rate of exchange or of conversion fixed by them, as well as the changes which they may make therein.

ARTICLE 6.

1. Each of the two Administrations shall fix the fees charged upon orders issued in its own country and payable in the other.

2. They will communicate to each other the fees which they shall have established and the changes which they may subsequently make therein.

ARTICLE 7.

The Postal Administration by which the money orders are issued shall credit the Administration of

ARTICLE 3.

1. Aucun mandat payable aux Etats-Unis ne peut excéder le montant de cinquante dollars, et aucun mandat payable en Suisse ne peut dépasser le montant équivalent en francs à cette somme.

2. Les fractions de cent, ou de centime ne sont pas admises dans l'expression du montant d'un mandat.

ARTICLE 4.

Le paiement du montant des mandats s'effectue dans la monnaie métallique du pays de destination. Ce paiement peut aussi avoir lieu, dans chacun des deux pays, en papier monnaie ayant cours légal dans le pays respectif. Dans ce cas, on doit toujours tenir compte de la différence des cours, s'il y a lieu.

ARTICLE 5.

1. Chacune des deux Administrations a la faculté de fixer en tout temps le taux de versement des montants dont le paiement doit s'effectuer dans l'autre pays.

2. Les deux Administrations se communiquent réciproquement le taux de versement qu'elles ont fixé, aussi bien que les changements, qu'elles pourront y apporter.

ARTICLE 6.

1. Chacune des deux Administrations fixe les droits à prélever sur les mandats de poste émis dans son propre pays et payables dans l'autre pays.

2. Elles se communiquent réciproquement les droits qu'elles ont fixés et les changements qu'elles pourraient y introduire ultérieurement.

ARTICLE 7.

L'Administration des postes par laquelle les mandats ont été émis, crédite l'Administration du pays

the country of payment with the total amount of the orders which it has certified to the latter, in addition to three fourths of one per cent on the difference between the total amount of the orders certified and the amount of void and repaid orders.

ARTICLE 8.

1. The sums converted into postal orders are guaranteed to the remitters until they shall have been regularly paid to the payees or to the representatives of the latter, or shall have been refunded to the said remitters.

2. The sums received by each administration in exchange for postal orders, the amounts of which shall not have been claimed by the persons entitled to payment before the expiration of the periods fixed by the laws or the regulations of the country of origin, become the absolute property of the Administration which has issued the orders.

ARTICLE 9.

At the end of each quarter the Swiss Postal Administration shall prepare an account comprising all sums paid by the Offices of the two countries, and the credits to be given under each head in conformity with article 7 above mentioned, as well as a statement of the orders refunded by each Administration.

ARTICLE 10.

1. The Postal Administration of the United States shall examine this account, correct it, if necessary, and if it is found to be the debtor, shall transmit the balance due within fifteen days, at the latest, after its receipt to the Administration of the Swiss Posts.

If the account shows a balance to the credit of the Administration of the United States of America the

de paiement du montant total des mandats qu'elle a facturés à l'autre, plus le trois-quart pour cent sur la différence entre le montant total des mandats facturés et le montant des mandats nuls ou restitués.

ARTICLE 8.

1. Les montants convertis en mandats-poste sont garantis aux déposants jusqu'au moment où ils auront été régulièrement payés aux bénéficiaires, aux mandataires de ceux-ci, ou bien remboursés aux dits déposants.

2. Les sommes encaissées par chacune des deux administrations en échange des mandats-poste dont le montant n'a pas été réclamé par les ayants-droit, dans les délais fixés par les lois et règlements du pays d'origine, deviennent la propriété absolue de l'Administration qui en a émis les mandats.

ARTICLE 9.

A la fin de chaque trimestre, l'Administration des postes suisses dresse un compte comprenant toutes les sommes payées par les bureaux des deux pays, et les bonifications à effectuer de leur chef, conformément à l'article 7 sus-mentionné, de même que l'état des mandats remboursés par chaque Administration.

ARTICLE 10.

1. L'Administration des postes des États-Unis examine ce compte, le rectifie s'il y a lieu, et si elle se trouve être débitrice, transmet le solde dû, dans le délai de quinze jours au plus tard, après la réception du compte, à l'Administration des postes suisses.

Si le compte présente un solde en faveur de l'Administration des États-Unis de l'Amérique l'Admi-

Postal Administration of Switzerland shall transmit the amount thereof to the former within fifteen days at the latest after receipt of notice of acceptance or of correction of the account.

2. The balance must always be paid in the money of metallic value of the country to which it is found due, by means of a bill of exchange on Basle, or on New York as the case may be.

3. The expenses which may result from the payment of balances, must always be borne by the Administration by which payment is made.

ARTICLE 11.

1. To ascertain the amount to be paid, the smaller credit is to be converted into the money of the country which has the larger credit, and is to be deducted from the latter credit. This conversion is to be effected according to the average rate of exchange at New York, during the quarter to which the account pertains, if the balance is to the credit of Switzerland, and according to the average rate of exchange at Berne, during such quarter if the balance is to the credit of the Postal Administration of the United States.

2. The Administration which is to make payment shall transmit to the other Administration within five days at the latest, after the expiration of the quarter a certified statement of the rate of exchange for every business day of the quarter.

ARTICLE 12.

Whenever, during the course of a quarter, it is found that the amount of orders drawn upon either of the two Administrations exceeds by five thousand dollars, or twenty-five thousand francs the amount of orders drawn upon the other Administration, the latter shall send to the former, the proximate amount of the ascertained difference, in a round sum, as a payment on ac-

nistration des postes suisses en transmet le montant à la première dans le délai de quinze jours au plus tard, après réception de l'avis d'acceptation, soit de rectification du compte.

2. Le solde doit toujours être payé dans la monnaie métallique du pays au profit duquel il ressort, au moyen d'une lettre de change sur Basle ou sur New York, suivant le cas.

3. Les frais qui peuvent résulter du paiement des soldes sont toujours supportés par l'Administration qui effectue le paiement.

ARTICLE 11.

1. Pour déterminer le montant à payer, le crédit le moins élevé est converti dans la monnaie du pays qui présente l'avoir le plus élevé, et est déduit de ce dernier. Cette conversion s'effectue d'après la moyenne du cours du change à New York, pendant le trimestre auquel appartient le compte, si le solde est au crédit de la Suisse, et d'après la moyenne du cours du change à Berne pendant le dit trimestre, s'il est au crédit de l'Administration des postes des Etats Unis.

2. L'Administration qui doit effectuer le paiement transmet à l'autre Administration, dans le délai de cinq jours au plus après l'expiration du trimestre, un état certifié du cours du change de chaque jour ouvrable du trimestre.

ARTICLE 12.

Lorsque, dans le courant d'un trimestre, il est constaté que le montant des mandats tirés sur l'une des deux Administrations excède de cinq mille dollars ou vingt-cinq mille francs le montant des mandats tirés sur l'autre Administration, cette dernière envoie à la première le montant approximatif de la différence constatée, en somme ronde, à titre de paiement à compte,

count, by means of bills of exchange under the conditions prescribed in Article 10.

au moyen d'une lettre de change et aux conditions prévues par l'article 10.

ARTICLE 13.

1. The form and the conditions of issue of postal orders in each country are subject to the regulations in force in the country of origin.

2. The form as well as the conditions for payment of postal orders, including those relating to the suspension of payment, the renewing of orders, the issue of duplicates, and other matters concerning payment are subject to the regulations in force in the country of destination.

ARTICLE 14.

1. Each Administration is authorized to suspend temporarily the interchange of postal orders, whenever the course of exchange, or any other circumstance, may give rise to abuses, or cause detriment to the revenues.

2. Notice of action of this nature must be communicated immediately to the other Administration, and, if deemed necessary by means of the telegraph.

ARTICLE 15.

The Postal Administrations of the two countries shall have power, by mutual agreement, to arrange detailed regulations for the execution of the present Convention, and to modify them, at any time, according to the requirements of the service.

ARTICLE 16.

1. The present Convention shall take effect on the first day of January, 1882. It shall remain in force until the expiration of a period of one year after the date upon which one of the two contracting Admin-

ARTICLE 13.

1. Le mode et les conditions de l'émission des mandats-poste dans chacun des deux pays, sont soumis aux dispositions en vigueur dans le pays expéditeur.

2. Le mode, aussi bien que les conditions de paiement des mandats-poste, y compris celles se rapportant à la suspension du paiement, le renouvellement des mandats, l'émission de duplicata, et les autres formalités ayant trait au paiement, sont soumis aux dispositions en vigueur dans le pays de destination.

ARTICLE 14.

1. Chacune des deux Administrations est autorisée à suspendre temporairement le service d'échange des mandats-poste, toutes les fois que le cours de change ou d'autres circonstances pourraient donner lieu à des abus ou porter préjudice aux recettes.

2. Avis de toute mesure de cette nature sera immédiatement donné à l'autre Administration, au besoin par voie télégraphique.

ARTICLE 15.

Les Administrations des postes des deux pays sont compétentes pour arrêter d'un commun accord les dispositions de détail nécessaires à l'exécution de la présente Convention, et de les modifier en tout temps, selon les exigences du service, moyennant entente réciproque.

ARTICLE 16.

1. La présente convention sera mise à exécution le premier Janvier 1882. Elle restera en vigueur jusqu'à l'expiration d'une année à compter du jour auquel l'une des deux Administrations aura notifié

istrations shall have notified the other of its intention to terminate it.

2. When the present Convention takes effect that of the 12th of October 1867, above mentioned, as well as the Article of the 23d of February 1872, supplementary thereto shall be abrogated.

Executed in duplicate and signed at Berne on the eighteenth day of October in the year of our Lord one thousand eight hundred and eighty-one, and at Washington, on the thirtieth day of November in the year of our Lord one thousand eight hundred and eighty one.

(Sig) FRANK HATTON.
Acting Postmaster General of the
United States.

[Seal of the Post Office Department
of the United States.]

à l'autre son intention de faire cesser ses effets.

2. Seront abrogés dès le jour de la mise à exécution de la présente Convention, celle du 12 Octobre 1867 de même que l'article additionnel du 23 Février 1872.

Fait en double expédition et signé à Berne le dix-huit Octobre mil huit cent quatre-vingt-un, et à Washington le trente Novembre mil huit cent quatre-vingt-un.

Le Directeur général des postes
Suisse
(Sig) ED. HÖHN.

Ratifié la présente convention, conformément à l'autorisation du Conseil fédéral, du 1. Novembre 1881.

Berne, le 4 Novembre 1881.

Le Conseiller fédéral, Chef du Département des Postes et Chemins de fer.

(Sig)

BAVIER.

I hereby approve the foregoing Convention; and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Sig)

CHESTER A. ARTHUR.

[Seal of the United States.]

By the President.

(Sig.) JAMES G. BLAINE

Secretary of State.

WASHINGTON, December 2nd, 1881.

Regulations of Detail, Forms, and Order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Switzerland, concluded October 18, and November 30, 1881.

Detailed regulations, for the execution of the Convention concluded between the Postal Administration of the United States of America, and that of Switzerland, concerning the exchange of postal orders of the 18th of October and 30th of November 1881.

Règlement de détail et d'ordre pour l'exécution de la convention conclue entre l'Administration des postes des États Unis d'Amérique et celle de la Suisse, concernant l'échange de mandats-poste, du 18 Octobre et 30 Novembre 1881.

In pursuance of the terms of Article 15 of the Convention of the

En exécution des dispositions de l'article 15 de la convention du 18

18th of October and 30th of November, 1881, concerning the exchange of postal orders, and in lieu of the Regulation of the 2nd and 26th July 1869 and of the provisions supplementary thereto of the 23rd of February 1872, the undersigned have agreed upon the following rules of action:

ARTICLE 1.

In conformity with Article 1 of the Convention, the money-order office at Basle is designated as the Exchange Office on the part of Switzerland, and the international money-order office at New York, as the Exchange Office on the part of the United States.

ARTICLE 2.

For the lists of means of which the Exchange Offices are, in accordance with Article 1 of the Convention, to notify each other of the orders to be paid, the money-order office at Basle shall make use of form "A" hereto annexed, and the international money-order office at New York, of the form "B" hereto annexed.

ARTICLE 3.

1. The lists are to be filled out in accordance with their printed headings with copying ink, which is also to be used in completing the letter of transmittal upon the first page thereof, and they are to be transmitted in duplicate by each outgoing mail, that is to say, by all mails fixed by schedule which are conveyed between the offices of Basle and of New York. Should it happen, at the time of dispatching any mail that there are no money-orders to be certified for payment, a list must nevertheless be sent in that mail. But in such event the dispatching Exchange Office will write across the list, the words: "No money-orders."

Octobre et 30 Novembre 1881, sur l'échange des mandats-poste, et le remplacement du règlement des et 26 Juillet 1869, et des dispositions supplémentaires du 23 Février 1872, les soussignés sont convenus des mesures d'exécution suivantes:

ARTICLE 1^{er}.

Conformément à l'article 1^{er} de la Convention, le bureau des mandats de Bâle est désigné comme bureau d'échange de la part de la Suisse, et le bureau international des mandats de New York, comme bureau d'échange pour les États-Unis.

ARTICLE 2.

Pour les listes au moyen desquelles les bureaux d'échange ont, à teneur de l'article 1^{er} de la Convention, à se communiquer réciproquement les mandats à payer, le bureau des mandats de Bâle se sert du formulaire "A," ci-annexé, et le bureau international des mandats de New York, du formulaire "B" également ci-annexé.

ARTICLE 3.

1. Les listes sont remplies conformément aux indications imprimées, au moyen d'encre à copier, dont on se servira également pour compléter la lettre de transmission qui se trouve à la première page, et elles sont transmises en duplicata par chaque dépêche partante, c'est-à-dire, par toutes les dépêches qui sont échangées entre les bureaux de Bâle et de New York, conformément au tableau y relatif. S'il arrive qu'au moment d'expédier une dépêche il n'y a pas de mandat poste à aviser pour paiement, la liste n'en est pas moins envoyée par cette dépêche. Dans ce cas, toutefois, l'office d'échange expéditeur écrit en travers de la liste, ces mots: "No money-orders." (Point de mandats-poste.)

2. The lists shall bear consecutive numbers, commencing with the calendar year and ending with it.

3. The orders inscribed in the lists shall also be consecutively numbered, the series of numbers to commence with each month on the part of Switzerland, and with each calendar year on the part of the United States.

4. The orders issued in the United States during the Quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and, in like manner, the orders issued in Switzerland during the quarter ending June 30th of each year which may arrive at the Exchange Office of Basle in the following quarter shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 4.

Each list is to be carefully examined by the receiving office, and, if the latter finds that it contains manifest errors it will correct them with red ink. That office will then fill up the columns intended for its use and return one of the copies of the list to the sending office. In the letter of transmittal of the next list which it has to send, the receiving office above mentioned will acknowledge the receipt of the list in question to the office which sent it. The corrections made are always to be mentioned with explanations at the end of the letter of transmittal.

ARTICLE 5.

When the list contains errors or irregularities which cannot be corrected without consultation with the Exchange Office of the country of origin, the Exchange office of the country of destination shall request

2. Les listes portent des numéros d'ordre consécutifs, commençant avec l'année ordinaire et finissant avec elle.

3. Les mandats inscrits sur les listes sont numérotés consécutivement, les séries de numéros commençant chaque mois de la part de la Suisse, et chaque année ordinaire de la part des États Unis.

4. Les mandats émis dans les États Unis pendant le trimestre expirant au 30 Juin de chaque année, et qui parviennent au bureau d'échange de New-York dans le courant du trimestre suivant, sont compris dans des listes supplémentaires de la dernière liste du mois de Juin, de même, les mandats consignés en Suisse pendant le trimestre expirant le 30 Juin de chaque année, qui parviennent au bureau d'échange de Bâle dans le courant du trimestre suivant, sont compris dans des listes supplémentaires à la dernière liste du mois de Juin.

ARTICLE 4.

Chaque liste est vérifiée soigneusement par l'office réceptionnaire, et si ce dernier y constate des erreurs manifestes, il les corrige à l'encre rouge. Cet office remplit en suite les colonnes à lui réservées, et renvoie l'un des exemplaires de la liste au bureau expéditeur. Dans la lettre de transmission de la prochaine liste qu'il a à expédier le bureau réceptionnaire sus-mentionné accuse réception de la liste en question au bureau qui l'a expédiée. Les corrections faites doivent toujours être mentionnées avec explications à la fin de la lettre de transmission.

ARTICLE 5.

Lorsqu'une liste contient des erreurs ou irrégularités qui ne peuvent être corrigées sans que le bureau d'échange du pays de destination ait consulté le bureau d'échange du pays d'origine, ce premier

explanations from the sending Exchange Office at the same time that it acknowledges the receipt of the list. The explanations requested are to be furnished as promptly as possible. Meantime the payment of orders in regard to which errors have been discovered is to be suspended.

ARTICLE 6.

If it appears from the number of the list received that the preceding list has failed to arrive, the receiving office shall apply for such list by the first mail. The sending office, as soon as it is informed of the matter shall send forthwith a duplicate of the missing list.

ARTICLE 7.

For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force in the premises in the country of destination, and with the provisions of Article 13 of the Convention.

ARTICLE 8.

1. For the quarterly account provided for by Article 9 of the Convention the Swiss Postal Administration shall make use of the form "C" hereto annexed.

2. This account is to be made out upon the basis of the lists accepted or corrected by the receiving Offices of Exchange. It is always to be prepared promptly, and transmitted to the Postal Administration of the United States as soon as all the lists from the international money-order office of New York bearing the date of the quarter to which it pertains shall have reached the money-order office of Basle, and all the duplicates of the lists of the same quarter dispatched by the latter office, shall have been returned to it from New York. If it be possible, this account is to be transmitted by the Swiss Postal Admin-

réclame les renseignements nécessaires du bureau d'échange expéditeur, en même temps qu'il accuse réception de la liste respective. Les renseignements demandés doivent être fournis aussi promptement que possible. En attendant, le paiement des mandats, au sujet desquels des erreurs ont été relevées est suspendu.

ARTICLE 6.

S'il résulte du numéro d'une liste reçue que la liste précédente n'est pas parvenue, le bureau réceptonnaire réclame cette liste par premier courrier. Le bureau expéditeur, dès qu'il a reçu avis du cas, envoie de suite un duplicata de la liste manquante.

ARTICLE 7.

Pour les mandats portés sur les listes, les deux bureaux d'échange établissent des mandats-poste internes, qui sont régis par les dispositions en vigueur dans le pays de destination, et par celles de l'article 13 de la convention.

ARTICLE 8.

1. Pour le compte trimestriel prévu par l'article 9 de la convention, l'Administration des postes suisses se sert du formulaire "C" ci-annexé.

2. Ce compte est établi, sur la base des listes acceptées soit rectifiées par les bureaux d'échange réceptonnaires, le plus promptement possible, et transmis à l'Administration des États-Unis aussitôt que toutes les listes du bureau international des mandats à New-York, portant la date du trimestre en cause, sont parvenues au bureau des mandats de Bâle, et que tous les duplicata des listes du même trimestre expédiés par ce dernier bureau lui ont été renvoyés de New York. Autant que possible, ce compte est expédié par l'Administration des postes suisses à celle des États-Unis, au plus tard dans

istration, to that of the United States at the latest within six weeks after the close of the quarter.

les six semaines qui suivent l'expiration du trimestre.

ARTICLE 9.

1. The Postal Administration of the country of origin shall be duly notified of all orders which shall not have been paid to the respective payees in the country of destination, within one year after the date of the receipt of the list, and, after an agreement shall have been reached in regard to these orders they shall be entered in the quarterly accounts, in order that the amounts thereof may be restored to the remitters in conformity with Article 9 of the Convention.

2. In like manner, there shall be embraced in this account, postal orders, application for repayment of which has been made to, and permission therefor received from the country of destination in conformity with Article 9 of the Convention.

ARTICLE 10.

1. The quarterly account is always to be transmitted in triplicate to the Postal Administration of the United States. If this account shows a balance in favor of the Swiss Postal Administration two copies shall be returned to the latter, bearing an acknowledgment of the acceptance of the balance. In case the balance is in favor of the Postal Administration of the United States, the latter will retain two copies, and send back but one.

2. When the balance, found to be due the Swiss Postal Administration shall have been paid, the latter will affix its acknowledgment of receipt to one of the two copies, which have been returned to it, and will send it back as a voucher to the Postal Administration of the United States of America.

3. In case the balance is in favor of the latter, it will on receipt of the amount of such balance, affix its acknowledgment of receipt to

ARTICLE 9.

1. L'Administration des postes du pays d'origine est dûment avisée de tous les mandats qui n'ont pas été payés à leur bénéficiaire, dans le pays de destination, dans le délai d'un an à partir du jour de la réception de la liste. Après que les deux Administrations se sont mises d'accord à leur égard, ces mandats sont compris dans les comptes trimestriels, afin que leur montant soit restitué à leur expéditeur, conformément à ce que prescrit l'article 9 de la convention.

2. De même, on comprend dans ce compte les mandats dont la restitution a été réclamée et autorisée par le pays de destination, conformément à ce que prescrit l'article 9 de la convention.

ARTICLE 10.

1. Le compte trimestriel doit toujours être transmis en triple expédition à l'Administration des postes des Etats Unis. Si ce compte présente un solde en faveur de l'Administration des postes suisses, il en est renvoyé à celle-ci deux expéditions munies de l'acceptation du résultat. Dans le cas où le solde est en faveur de l'Administration des postes des Etats Unis, celle-ci retient deux expéditions et n'en renvoie qu'une seule.

2. Lorsque le solde dû à l'Administration des postes suisses a été payé, celle-ci appose son accusé de réception sur l'une des deux expéditions qui lui a été renvoyée et la renvoie à titre de quittance à l'Administration des postes des Etats Unis d'Amérique.

3. Dans le cas où le solde est en faveur de cette dernière, elle joint, dès qu'elle a reçu le montant que comporte ce solde, son accusé de réception à l'une des deux expédi-

one of the two copies of the account, which it has retained, and will transmit the same, as a voucher, to the Swiss Office.

ARTICLE 11.

Payments of balances and payments on account made in pursuance of Articles 10 and 12 of the Convention, are to be effected by means of bills of exchange, which, when the balance is in favor of the Swiss Postal Administration, are to be drawn on Basle, payable to the Director General of Posts at Berne. When the balance is to the credit of the Postal Administration of the United States, the bills of exchange are to be drawn upon New York, payable to the Postmaster General at Washington.

ARTICLE 12.

1. For the purpose of balancing the quarterly account the conversion of one money into the other shall be made in compliance with the terms of Article 11 of the Convention. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rates of exchange at Berne or at New York, as the case may be, quoted each business day during the preceding quarter.

2. For the said "Tabular Statement" the Swiss Office will use form "D" hereunto annexed, entering thereon the quotations of Bid and Asked made at Berne for "sight" exchange on New York as published by the "Union of Bernese Banks." The Office of the United States of America will use form "E" hereunto annexed, stating thereon the lowest and highest quotations made at New York for "sight" exchange on Switzerland and published by the "New York Journal of Commerce."

3. The average rate for the quarter shall then be established and served as basis for the conversion

tions du compte qu'elle a retenues, et la transmet, comme quittance, à l'Administration Suisse.

ARTICLE 11.

Les paiements de soldes et d'acomptes prévus par les articles 10 et 12 de la Convention, sont effectués au moyen de lettres de change qui, lorsque le solde est en faveur de l'Administration des postes suisses, sont tirées sur Bâle payables au Directeur Général des postes à Berne. Lorsque le solde est au crédit de l'Administration des postes des Etats Unis, les lettres de changes sont tirées sur New York, payable au Maître Général des postes à Washington.

ARTICLE 12.

1. Pour obtenir le solde du compte trimestriel, la conversion d'une monnaie dans l'autre se fait conformément aux dispositions de l'article 11 de la Convention. À cet effet l'administration débitrice transmet à l'administration créditrice un état tabulaire certifié des cours du change à Berne ou à New York, suivant le cas, cotés pendant tous les jours ouvrables du trimestre précédent.

2. Pour le dit "état tabulaire" l'office de Suisse se servira de la formule "D," ci jointe, en y inscrivant les cotes à vue, offre et demande, faites à Berne pour New York et publiées par "l'Union des banques bernoises." L'office des Etats Unis d'Amérique utilisera la formule "E" ci annexée, en y exposant les cotes à vue, offre et demande, faites à New York pour la Suisse, et publiées par "The New York Journal of Commerce."

On établira le cours moyen du trimestre qui servira de base pour la conversion de la somme moins

of the smaller sum into money of the other Administration by dividing the totals of the columns headed "Bid" and "Asked" and the totals of the columns headed "Lowest" and "Highest" by the number of quotations; the two averages thus obtained are then to be added and the half of this sum shall represent the average rate for the quarter.

ARTICLE 13.

The Swiss Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the United States to be paid in any European Country with which that Administration maintains an exchange of Postal orders, and with which the postal Administration of the United States does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the United States.

ARTICLE 14.

Orders from the United States of America for the countries in question are to be entered by the international money-order office of New York upon the lists of Basle with an exact statement of names and localities, in the same manner as if they were destined for Switzerland, and the Exchange Office at Basle will issue for them international orders, in the same manner as if they had originated at Basle, but under the condition of a deduction from the amounts entered in the lists of the ordinary fee for such orders. A list of the fees charged in such cases shall be furnished to the Postal Administration of the United States.

ARTICLE 15.

As regards the orders in transit through Switzerland from other countries for the United States of America, these orders are to be entered upon the lists for New

élevée dans la monnaie de l'autre Administration, en divisant le total, tant des offres que des demandes par le nombre des annotations; en suite on additionnera les deux moyennes obtenues et on prendra la moitié du total, qui représentera ainsi le cours moyen du trimestre.

ARTICLE 13.

L'administration des postes suisses se charge de servir d'intermédiaire pour la transmission de fonds des États Unis dans les pays de l'Europe avec lesquels cette administration échange des mandats-poste, mais avec lesquels l'Administration des postes des États Unis n'entretient pas un échange de cette nature, de même que pour l'envoi de fonds de l'un de ces pays de l'Europe aux États Unis.

ARTICLE 14.

Les mandats des Etats Unis d'Amérique pour les pays en question sont portés par le bureau international des mandats à New York sur les listes pour Bâle, avec l'indication exacte des noms et localités, de la même manière que si ces mandats étaient à destination de la Suisse, et le bureau d'échange de Bâle émet pour ces envois des mandats internationaux, de la même manière que s'ils étaient originaires de Bâle, mais à la condition de déduire du montant inscrit sur les listes, le droit ordinaire fixé pour ces mandats. Une liste indiquant les droits prélevés dans ce cas sera fournie à l'Administration des postes des Etats Unis.

ARTICLE 15.

En ce qui concerne les mandats en transit par la Suisse provenant d'autres pays et à destination des Etats Unis d'Amérique, ils sont portés sur les listes pour New-York

York in the same manner as if they had been issued in Switzerland, and the Exchange Office of New York will treat them in the same manner as Swiss orders.

de la même manière que s'ils avaient été consignés en Suisse, et le bureau d'échange de New York les traite de la même manière que les mandats suisses.

ARTICLE 16.

In addition to the claims mentioned in article 9 concerning the repayment of orders, the two Administrations agree to take charge of other claims in relation to orders exchanged between Switzerland and the United States; for example, in regard to changes of name, places of payment, requests for information concerning payments which have been made, etc., and to dispose of them in accordance with the regulations in force in each country respectively.

ARTICLE 16.

Abstraction faite des réclamations mentionnées à l'article 9 concernant le remboursement de mandats-poste, les deux Administrations conviennent de se charger des autres réclamations relatives aux mandats échangés entre la Suisse et les Etats Unis; par exemple, en ce qui regarde les changements de noms, les lieux de paiements, les demandes d'information sur des paiements effectués, etc., et de les traiter conformément aux règlements en vigueur dans chacun des deux pays.

ARTICLE 17.

1. The present Detailed Regulations shall take effect at the same time as the Convention of the 18th of October and 30th of November 1881, and shall continue in force as long as the latter.

2. When these Regulations shall take effect, those of the 2nd and 25th July 1869, as well as the Articles supplementary thereto of the 23d February 1872, shall be abrogated.

Done in duplicate and signed at Berne the eighteenth day of October 1881, and at Washington the thirtieth day of November 1881.

(Sig) FRANK HATTON

*Acting Postmaster General
of the United States.*

[Seal of the Post Office Department of the United States]

ARTICLE 17.

1. Le présent règlement de détail entrera en vigueur en même temps que la convention du 18 Octobre et 30 Novembre 1881. Il aura la même durée que cette convention.

2. A partir du jour de l'entrée en vigueur du présent règlement, celui des 2 et 26 Juillet 1869, de même que les Articles supplémentaires du 23 Février 1872, seront abrogés.

Fait en double expédition et signé à Berne le 18 Octobre 1881, et à Washington le 30 Novembre 1881.

Le Directeur général des Postes suisses.

(Sig)

ED. HÖHN.

Ratifié le présent Règlement. Berne le 4. Novembre 1881.

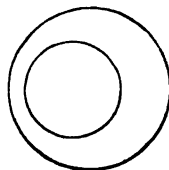
Le Conseiller fédéral, Chef du Département des Postes et chemins de fer.

(Sig)

BAVIER.

A.

Stamp of Basle Office.



List No.

POST OFFICE, BASLE, SWITZERLAND,

....., 188 .

SIR: I have received your list of international money-orders, No., of the 188
on the 188 .

The examination which has taken place has proved the correctness of the totals, viz: *Amounts paid
in Francs centimes.

In return, I transmit to you herewith (in duplicate) a List of international money-orders, No.
the total amount of the List being Dollars, cents.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowl-
edgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

The Chief of the Money Order Office.

To the POSTMASTER,

MONEY ORDER EXCHANGE OFFICE,

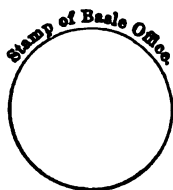
New York, N. Y.

*In case any differences are found, such differences to be stated below.

NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 415

List No.
Sheet No.

Date of arrival of the present lot at New York. 188



Blanks to be filled by the Dispatching Office of Basle.

Blanks to be filled by the receiving office of New York.

1	No. of the international order.
2	No. of original money-order.
3	Date of original money-order.
4	Amount of the original money-order in Swiss money.
5	Office at which the original order was issued.
6	Residence of Remitter.
7	Remitter.
8	Payee.
9	Residence.
10	County.
11	State.
12	Value of order in U. S. Currency, payable by the Office of destination.
13	Numbers of the inland orders issued by the Exchange Office of New York.
14	Offices at which the final orders are to be paid.
15	Remarks.

MONEY ORDER OFFICE.

New York, N. Y., 188 .

SIR: I have examined the within List No., dated, 188 , amounting in the aggregate to dollars cents.

I have found said List correct, with the following exceptions:

To the MONEY-ORDER OFFICE,
at Basle, Switzerland

.....,
Postmaster.
Exchange Office of the Money Order Office.

B

List No.

Stamp of
New York Office.

POST OFFICE, NEW YORK, N. Y.,

Sir: I have received your List of international money orders, No., of the....., 188
on the, 188 .

The examination which has taken place has proved the correctness of the totals, viz: *

Amounts paid in, dollars cents.

In return I transmit to you herewith (in duplicate) a List of international money orders, No.
The total amount of the List being francs centimes.

Be pleased to examine, complete, and return to me the original copy of this List, with your
acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

.....
Postmaster, New York, N. Y.

To the MONEY-ORDER OFFICE
at Basle, Switzerland.

* In case any differences are found, such differences to be stated below.

27 P M G

MONEY-ORDER OFFICE, BASLE, SWITZERLAND,

....., 188.

SIR: I have examined the within List, No. dated 188 , amounting in the aggregate to francs centimes.

I have found said List correct, with the following exceptions:

.....

The Chief of the Money-Order Office.

To the POSTMASTER
MONEY-ORDER EXCHANGE OFFICE,
New York, N. Y.

NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 421

[illegible]

NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 423

BALANCE.

To the Credit of the Swiss Office.			To the Credit of the United States Office.		
Amount of orders issued in the United States, less amount of void and re-paid Orders of United States Origin.	Frs.	Ccs.	Amount of orders issued in Switzerland, less amount of void and re-paid orders of Swiss Origin.	\$	c.
Amount of Commission due Switzerland at $\frac{1}{2}$ per cent. of the above amount.			Amount of Commission due the United States at $\frac{1}{2}$ per cent. of the above amount.		
Total Swiss credit.			Total United States credit.		
United States credit to be deducted			Swiss credit to be deducted		
..... \$ c (to be converted at the average rate of exchange in New York during the quarter to which this account appertains; see Article 11 of the Convention of ..)			..... Frs ccs (to be converted at the average rate of exchange in Berne during the quarter to which this account appertains; see Article 11 of the Convention of ..)		
Balance to the credit of the Swiss Office			Balance to the credit of the United States Office		
Paid, on account by the Office of the United States.			Paid, on account by the Office of Switzerland.		
Dated.	Frs.	Ccs.	Dated.	\$	c.
Balance remaining			Balance remaining		

The within account exhibits a total balance of, which after deduction of the payments on account as therein stated leaves a balance remaining of due the Office.

Berne, 188...

Le Contrôleur en Chef,

The above statement of account is accepted with a balance of due the Office.

Washington, 188...

Auditor of the Treasury for the Post Office Department.

D.**Etat**

des cours de change à vue cotés à Berne sur New York, pendant le trimestre finissant le, 188.. conformément aux publications de l'Union des banques bernoises.

	Mois.	Offre.				Demande.			
		Nombre des Cotes.	Sommes.			Nombre des Cotes.	Sommes.		
			Centimes.	huit*.			Centimes.	huit*.	
Totaux.....	{								
reportés.....									
du verso.....									
Totaux trimestriels.....									
Cour moyen d'un dollar.....									
Total des moyennes.....									
dont la moitié représente le cour moyen trimestriel d'un dollar.....									

Certifié exact.

Berne, le 188..

Jour.	Offre.		Demande.		Offre.		Demande.		Offre.		Demande.	
	Cen- times.	huit.	Cen- times.	huit.	Cen- times.	huit.	Cen- times.	huit.	Cen- times.	huit.	Cen- times.	huit.
1.												
2.												
3.												
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28.												
29.												
30.												
31.												

Nombre des Cotes.

E.

Statement of the rates of exchange on sight quoted at New York on Switzerland, during the Quarter ending, 188 , in conformity with the publications of the New York Journal of Commerce.

	Month.	Lowest.		Highest.	
		Number of Quota-tions.	Amounts.	Number of Quota-tions.	Amounts.
			<i>Centimes. Eighth.</i>		<i>Centimes. Eighth.</i>
Totals carried from the back....					
Quarterly totals					
Average rate of one dollar.....					
Total of averages					
The half of which represents the average rate of one dollar for the quarter....					

Certified as correct.

New York,, 188 .

[illegible]



**NEW MONEY-ORDER CONVENTION WITH
JAMAICA.**

OCTOBER 11-26, 1881.



CONVENTION

BETWEEN

THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE ISLAND OF JAMAICA, CONCERNING AN EXCHANGE OF MONEY-ORDERS.

The Post-Office Department of the United States of America and the General Post-Office of the Island of Jamaica being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds (£10) sterling when issued in Jamaica; and when issued in the United States at Fifty dollars (\$50) in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent in the money of the issuing country must also be shown in figures, at the rate of conversion fixed by Article 13 of the present convention.

ARTICLE 2.

The Jamaica Post-Office shall have power to fix the rates of commission on all money-orders issued in Jamaica, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate from time to time to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Ex-

change. On the part of the United States the Office of Exchange shall be New York, and on the part of Jamaica, Kingston.

Orders shall be drawn only on the authorized money-order offices of the respective countries, and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and, if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued, unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm, or company, who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Jamaica by the Post Offices in the United States shall be sent to the Office of Exchange at New York, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted, by the next mail, to the exchange office at Kingston, accompanied by a List, in duplicate, drawn upon the model of Form "A."

The advices, on their arrival at Kingston, shall be compared with the entries in the list, and afterwards, despatched to the paying offices.

In like manner the advices of money orders, drawn on the United States by Postmasters in Jamaica, shall be sent to the Exchange Office at Kingston, shall there be examined, and, if found correct, impressed with the dated stamp of that Office, and be despatched accompanied by a list, in duplicate, (Form "B") to the Office of Exchange at New York by the next mail.

The advices, on their receipt at New York, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and, in like manner, the advices of orders issued in Jamaica in the month of June, which may arrive at the Exchange Office at Kingston in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other, on the lists in amounts designated in the denominations of the money both of the despatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of Exchange.

ARTICLE 7.

The lists despatched from each office of Exchange shall be numbered consecutively, commencing with No. 1, at the beginning of the month of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange shall be returned to the despatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other, the correction of any simple error, which it may discover in the verification of the lists.

When the lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that office shall apply for an explanation to the despatching Exchange Office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course the despatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the Country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that Country.

ARTICLE 9.

The orders issued by each Country on the other, shall be subject, as regards payment, to the regulations which govern the payment of Money-Orders in the country on which they were drawn.

The paid orders shall remain in the possession of the Country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the Country of issue from the Country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to, and be at the disposal of the country of origin.

The Jamaica Office shall, therefore, enter to the credit of the United States, in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month transmit to the Jamaica Office, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which, under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Jamaica, showing in detail the totals of the lists containing the particulars of orders issued in either Country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office

Department of the United States at Washington, and the balance, after proper verification shall, if due by the Post Office Department of the United States, be paid at Kingston, but, if due by the Jamaica Post Office, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may also be made in Money, or by Drafts or by Bills of Exchange on points other than Kingston and New York, by mutual agreement between the two Departments.

If, pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Five thousand dollars (\$5,000) the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than Five thousand dollars (\$5,000) at discretion.

This account, and the letters which accompany such intermediate remittances, shall be in accordance with the forms "C," "D," "E," "F" and "G" annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each Country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office Department of the other country.

ARTICLE 15.

This present convention shall take effect on the first day of January, one thousand eight hundred and eighty-two, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-sixth day of October in the year of our Lord 1881, and in Kingston on the eleventh day of October in the year of our Lord 1881.

(Sig.)

THOMAS L. JAMES,
Postmaster-General of the United States.

[Seal of the Post Office Department of the United States.]

(Sig.)

A. MUSGRAVE,
Governor of Jamaica.

[Seal of Jamaica.]

I hereby approve the foregoing Convention and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[Seal of the United States.]

(Sig.)

CHESTER A. ARTHUR.

By the President:

(Sig.)

JAMES G. BLAINE,
Secretary of State.

OCTOBER 27th, 1881.

A.

List No.....

Stamp of New York Office

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch, (List No.....), for orders payable in Jamaica, amounting in the aggregate to \$......, = £..... s..... d.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant.

.....
Postmaster, New York.

To the POSTMASTER FOR JAMAICA,
Kingston.

A.

GENERAL POST OFFICE, JAMAICA,

Kingston,188 .

SIR: I have examined this List of Money Orders, from No..... to No....., inclusive, for sums received in the United States for payment in Jamaica, amounting in the aggregate to \$....., and which is to be paid to the net amount of £....., s.d.

The said List was found to be correct, with the following exceptions :

I am, sir, your obedient servant,

Postmaster for Jamaica.

To the POSTMASTER,

Money-Order Exchange Office, New York.

Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.

[illegible]

F.

BALANCE.

To credit of Jamaica Office.			To credit of United States Office.	
£.	s.	d.	\$	c.
Amount of international orders issued in the United States			Amount of international orders issued in Jamaica	
½ of one per cent. on amount of such issues			½ of one per cent. on amount of such issues	
Deduct amount of void orders of U. S. issue as per table			Deduct amount of void orders of Jamaica issue, as per table	
Deduct amount of international orders repaid in U. S., as per table			Deduct amount of international orders repaid in Jamaica, as per table	
Total deduction			Total deduction	
United States credit converted at \$4.87 to the pound, to be deducted			Jamaica credit converted at \$4.87 to the pound, to be deducted	
Balance to credit of Jamaica Office			Balance to credit of U. S. Office	
Paid on account by the Office of the United States. Dates:			Paid on account by the Office of Jamaica. Dates:	
Balance remaining			Balance remaining	

The within account exhibits a total balance of, which after deduction of the payments on account, as therein stated, leaves a balance remaining of due to the Office.

Postmaster for Jamaica.

The above statement of account is accepted with a balance of due to the Office.

Washington,, 188...

Auditor of the Treasury for the Post Office Department.

The payment on account of, having been received by special vouchers, the receipt of the balance remaining of is hereby acknowledged.

....., 188...

No. —.

F.

GENERAL POST OFFICE, JAMAICA,

Kingston,, 188 .

SIR: The lists of International Money-Orders which the Kingston Exchange Office has transmitted to the New York Exchange Office, from to, 188 , amount to the sum of \$.....

The Lists transmitted by the New York Office to the Kingston Office during the same period amount to £....., equivalent to \$.....

Difference \$.....

On account of which the Jamaica Office has already paid the following sums, viz:

....., 188 ,	\$
....., 188 ,	\$
....., 188 ,	\$
....., 188 ,	\$

..... \$.....

Difference remaining \$.....

Particulars: In accordance with the terms of Article 12 of the Convention of, 188 , the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....
Postmaster for Jamaica.

To the Postmaster General of the United States, Washington.

No. _____.

G.

POST OFFICE DEPARTMENT,
Washington, D. C.,....., 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has transmitted to the Exchange Office at Kingston from..... to 188 , amount to the sum of £
The Lists transmitted by the Exchange Office at Kingston to the New York Office during the same period amount to \$....., equal to..... £

Difference..... £
On account of which the United States Office has already paid the following sums :
..... 188 , £
..... 188 , £
..... 188 , £
..... 188 , £

Difference remaining..... £
Particulars: In accordance with the terms of Article 12 of the Convention of 188 , the sum of £..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money Order System.

To the Postmaster for Jamaica, Kingston

**MONEY-ORDER CONVENTION WITH NEW SOUTH
WALES, AUSTRALIA.**

OCTOBER 29, DECEMBER 6, 1881.



CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES
OF AMERICA AND THE GENERAL POST OFFICE OF THE
COLONY OF NEW SOUTH WALES, AUSTRALIA, CONCERN-
ING THE EXCHANGE OF MONEY ORDERS.

The Post Office Department of the United States of America and the General Post Office of the Colony of New South Wales, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New South Wales, and when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New South Wales, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The New South Wales Post Office shall have power to fix the rates of commission on all money orders issued in New South Wales, and the Post Office Department of the United States shall have the same power in regard to all money orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money orders within its jurisdiction, but shall pay to the other country three fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New South Wales, Sydney.

Orders shall be drawn only on the authorized money order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon New South Wales by the post offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Sydney, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Sydney, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New South Wales, shall be sent to the Exchange Office at Sydney, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New South Wales in the month of June, which may arrive at the Exchange Office at Sydney in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New South Wales Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the New South Wales Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of New South Wales, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States at Washington, and the balance, after proper verification, shall, if due by the General Post Office of New South Wales, be paid to the General Post Office, at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States, the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of New South Wales.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Sydney on the twenty-ninth day of October, in the year of our Lord, 1881.

THOMAS L. JAMES,

[Seal of the Post Office Department
of the United States.]

Postmaster General of the United States.

F. B. SUTTER

Postmaster General of New South Wales.

[Seal of General Post Office of
New South Wales.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[Seal of the United States]

CHESTER A. ARTHUR.

By the President

JAMES G. BLAINE,

Secretary of State.

WASHINGTON, December 8th, 1881

A.

Value of United States Order in English money

£.	s.	d.
5	3	2

San Francisco, January 1, 1882.

Value of New South Wales Order in United States money

\$14	c. 25
------	-------

Sydney, January 1, 1882

B.

List No.....

Stamp of
San Francisco
Office.

SIR: I have the honor to transmit to you herewith in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in New South Wales, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office,
Sydney.

B.

MONEY-ORDER OFFICE.

Sydney, , 12th .

SIR: I have examined this List of Money-Orders from No. to No. , inclusive, for sums received in the United States for payment in New South Wales, amounting in the aggregate to \$, and which is to be paid to the net amount of £ s. d.

The said List was found to be correct, with the following exceptions:

I am, Sir, your obedient servant,

To the POSTMASTER,
MONEY-ORDER EXCHANGE OFFICE,
San Francisco, Cal.

**MONEY-ORDER CONVENTION WITH VICTORIA,
AUSTRALIA.**

OCTOBER 5, DECEMBER 9, 1881.



CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST OFFICE OF THE COLONY OF VICTORIA, AUSTRALIA, CONCERNING THE EXCHANGE OF MONEY-ORDERS.

The Post Office Department of the United States of America and the General Post Office of the Colony of Victoria, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in Victoria, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in Victoria, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Victoria Post Office shall have power to fix the rates of commission on all money-orders issued in Victoria, and the Post Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of Victoria, Melbourne.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Victoria by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Melbourne, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Melbourne, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in Victoria, shall be sent to the Exchange Office at Melbourne, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Victoria in the month of June, which may arrive at the Exchange Office at Melbourne in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

The Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those

post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The Victoria Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the Victoria Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Victoria, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the General Post Office of Victoria, be paid to the General Post Office at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of Victoria.

If pending the settlement of an account, one of the two postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the ninth day of December, in the year of our Lord 1881, and in Melbourne on the fifth day of October, in the year of our Lord 1881.

THOMAS L. JAMES,

Postmaster General of the United States.

{ SEAL OF THE POST-OFFICE DEPARTMENT }
OF THE UNITED STATES. }

HENRY BOLTON,

Postmaster General of Victoria.

[SEAL OF THE GENERAL POST OFFICE OF VICTORIA.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

[SEAL OF THE UNITED STATES.]

By the President:

JAMES G. BLAINE

Secretary of State.

WASHINGTON, *December 9th*, 1881.

A.

Value of United States Order in English money.

£	s.	d.
5	3	2

San Francisco, January 1, 1882.

Value of Victoria Order in United States money.

\$14	c. 25
------	-------

Melbourne, January 1, 1882.

List No.....

B.

Stamp of San Francisco Office.

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in Victoria, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....
Postmaster, San Francisco.

To the POSTMASTER,
MONEY-ORDER EXCHANGE OFFICE,
Melbourne.

B.

MONEY-ORDER OFFICE,

Melbourne, 188 .

SIR: I have examined this List of Money-Orders from No. to No., inclusive, for sum received in the United States for payment in Victoria, amounting in the aggregate to \$....., and which is to be paid to the net amount of £..... s..... d.....

The said List was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

To the POSTMASTER,

MONEY-ORDER EXCHANGE OFFICE,

San Francisco, Cal.

"G."

BALANCE.

To credit of Victoria Office.				To credit of United States Office.			
Amount of international orders issued in the United States.....				Amount of international orders issued in Victoria			
Three-fourths of one per cent. on amount of such issue.....				Three-fourths of one per cent. on amount of such issue			
Amount of void orders of Victoria issue as per table.....				Amount of void orders of United States issue as per table.....			
Amount of international orders repaid in Victoria as per table				Amount of international orders repaid in the United States as per table			
Sums remitted by the office of Victoria				Sums remitted by the office of the United States			
Dates.		Amounts.		Dates.		Amounts.	
	£	s.	d.		£	s.	d.

**MONEY-ORDER CONVENTION WITH
NEW ZEALAND.**

OCTOBER 8, DECEMBER 6, 1881.

CONVENTION

BETWEEN

THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF THE COLONY OF NEW ZEALAND, CONCERNING THE EXCHANGE OF MONEY-ORDERS.

The Post-Office Department of the United States of America and the Post-Office Department of the Colony of New Zealand, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New Zealand, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New Zealand, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The New Zealand Post-Office Department shall have power to fix the rates of commission on all money-orders issued in New Zealand, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New Zealand, Auckland.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such List. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon New Zealand by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in sterling money, and transmitted, by the next direct mail, to the Exchange Office at Auckland, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Auckland, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New Zealand, shall be sent to the Exchange Office at Auckland, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New Zealand in the month of June, which may arrive at the Exchange Office at Auckland in the earlier days of the following month shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money, both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the

issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Auckland, or from Auckland to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12).

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New Zealand Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the New Zealand Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the Postmaster-General's Office, Wellington, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of New Zealand, be paid to the General Post-Office at London, to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London, to the credit of the Post-Office Department of New Zealand.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing), for the greater security against fraud, or, for the better working of the system, generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Wellington on the eighth day of October, in the year of our Lord, 1881.

[Seal of the Post Office Department
of the United States.]

(Signed)

THOMAS L. JAMES,

Postmaster General of the United States.

(Signed)

WALTER U. JOHNSTON,

Postmaster General of New Zealand.

In the presence of—

W. GRAY,

Secretary Posts & Telegraphs.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Signed)

CHESTER A. ARTHUR.

By the President.

[Seal of the
United States.]

(Signed) JAMES G. BLAINE,

Secretary of State.

WASHINGTON, December 8th, 1881.

A.

Value of United States order in English money.

£	s.	d.
5	3	2

San Francisco, January 1, 1882.

Value of New Zealand order in United States money.

\$	c.
14	25

Auckland, January 1, 1882.

B.

List No.

Stamp of
San Francisco
Office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last dispatch (List No.), for orders payable in New Zealand, amounting in the aggregate to £

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office, Auckland.

B.

MONEY-ORDER OFFICE,
Auckland, 188 .

SIR: I have examined this List of Money-Orders from No. to No. , inclusive, for sums received in the United States for payment in New Zealand, amounting in the aggregate to \$, and which is to be paid to the net amount of £ d.

The said List was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

To the POSTMASTER, MONEY-ORDER EXCHANGE OFFICE,
San Francisco, Cal.

F.

Table showing the particulars of such orders as have become void.

[illegible]

G.

BALANCE.

To credit of New Zealand Office.

To credit of United States Office.

	£	s.	d.
Amount of international orders issued in the United States.....}			
Three-fourths of one per cent. on amount of such issue.....}			
Amount of void orders of New Zealand issue, as per table.....}			
Amount of international orders repaid in New Zealand, as per table.....}			
Sums remitted by the Office of New Zealand:			
Dates.	Amounts.		
	£	s.	d.

The above account exhibits a balance of £..... remaining due to the..... Office.

Wellington, 188..

Signature of proper accounting Officer of the New Zealand Office.

The above statement of account is accepted, with a balance of £..... due to the Office.

Washington 188..

Auditor of the Treasury for the Post-Office Department.

MONEY-ORDER CONVENTION WITH PORTUGAL.

JULY 15, 1882.

CONVENTION

FOR

THE EXCHANGE OF SUMS OF MONEY BY MEANS OF POSTAL ORDERS BETWEEN THE UNITED STATES AND PORTUGAL.

The Government of the Republic of the United States of America and the Government of his Majesty the King of Portugal and of the Algarves, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal orders and availing themselves of the authority granted by Articles 13 and 15 of the Convention of the Universal Postal Union concluded at Paris on the 1st of June, 1878, the undersigned, Timothy O. Howe, Postmaster General of the United States of America, in virtue of the powers vested in him by law, and Viscount das Nogueiras, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Portugal, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following convention.

ARTICLE 1.

SEC. 1. There shall be a regular exchange of sums of money by means of postal orders between Portugal and the United States of America.

SEC. 2. All the stipulations which are contained in this Convention with regard to Portugal are to be understood as applicable also to the Azores and to the Madeira Islands.

SEC. 3. The Postal Administration of each of the two countries shall determine in regard to its own territory—

a.—The localities where the orders in question can be issued.

b.—The localities where such orders can be paid.

ARTICLE 2.

SEC. 1. The amount of the orders shall be collected from the remitters and paid to the beneficiaries in gold coin or in other lawful money of equal value. Each one of the Postal Administrations may however receive for the issue and employ for the payment of money-orders any money of less value which is a legal tender in its own country, provided account be taken of the difference of value, when occasion arises.

SEC. 2. The amount of each order shall not exceed—

a.—Fifty milreis when issued in the United States for payment in Portugal.

b.—Fifty dollars when issued in Portugal for payment in the United States.

The Postal Administrations of the two countries may however, by

mutual agreement, increase this maximum to ninety milreis and to one hundred dollars.

SEC. 3. The amount of each order shall be expressed in the metallic money of the country in which payment is to be made. For this purpose, the Postal Administration of the country of origin shall fix the rate of conversion of its own money into metallic money of the country of payment.

SEC. 4. The right is reserved to each of the two contracting countries to declare transferable, within its territory, by means of endorsement, the ownership of postal orders originating in the other.

ARTICLE 3.

SEC. 1. Each of the two contracting countries shall fix the rate of fees to be collected from the remitters of money-orders issued therein for payment in the other country. This rate of fees shall not exceed one and one-half per cent. upon the amounts constituting the divisions in the schedule of fees.

SEC. 2. In addition to the fee mentioned in this Article no other charge, tax, commission, or impost shall be collected for the issue, transmission, distribution, or payment of money-orders, provided for in this Convention.

SEC. 3. The country which issues the orders shall pay to the country on which they are drawn three-quarters of one per cent. computed upon the total value of those orders.

ARTICLE 4.

Orders issued in Portugal for payment in the United States shall not contain a fraction of a cent, and those which are issued in the United States for payment in Portugal shall not contain a fraction of ten reis.

ARTICLE 5.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. These offices shall be—

a.—Lisbon, on the part of Portugal.

b.—New York, on the part of the United States.

ARTICLE 6.

SEC. 1. Each Office of Exchange shall send, by every mail, to the other a certified List, in duplicate, of the money-orders issued in its own country, since the last previous transmission, for payment in the other.

SEC. 2. At the close of each Quarter, or, at the latest, within two months after the expiration thereof, an account, in duplicate, shall be prepared and transmitted by the Administration of Mails, Telegraphs, and Light-houses of Portugal to the Postal Administration of the United States. This account, having been accepted, shall be paid in the metallic money of the creditor country by the indebted Postal Administration, within a limited time to be determined by mutual agreement.

SEC. 3. For this purpose the smaller credit shall be converted into the money of the larger credit.

SEC. 4. In case of the non-payment of the balance of an account within the time specified, the amount of such balance shall be chargeable with interest from the date of the expiration of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five per cent. per annum; and is to be entered in the accounts as a debit against the dilatory Administration.

ARTICLE 7.

SEC. 1. The sums received for the issue of money-orders remain the property of the remitters until they shall have been duly paid to the beneficiaries or to the representatives of the latter.

SEC. 2. Postal orders accrue to the country of origin when the amounts thereof have not been claimed by the payees within a period of time fixed by mutual agreement.

SEC. 3. Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made. Under no circumstances can the fees paid for money-orders be refunded to the remitters thereof.

SEC. 4. Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

ARTICLE 8.

Each Administration is authorized, in extraordinary circumstances that would justify the measure, to suspend temporarily the money-order service, in whole or in part, upon condition of giving notice of such suspension immediately to the other country, and, if deemed necessary, by means of the telegraph.

ARTICLE 9.

The General Administration of Mails, Telegraphs, and Light-Houses, of Portugal, and the General Postal Administration of the United States are authorized to adopt by mutual agreement all measures, and to arrange all matters of detail, necessary to secure the execution of all the stipulations of the present Convention.

ARTICLE 10.

The present Convention shall take effect on the first day of January, 1883, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

ARTICLE 11.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1882.

In witness whereof the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the fifteenth day of July, 1882.

[Seal of the Post Office Department
of the United States.]

[Seal of the Legation of Portugal to the
United States.]

TIM^o. O. HOWE,
The Postmaster-General of the United States.
VISCONDE DAS NOGUEIRAS,
Envoy Extraordinary and Minister
Plenipotentiary of Portugal to the United States.

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[Seal of the United
States.]

FRED'K T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, July 15th, 1882.

Regulations of detail, forms and order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Portugal, concluded at Washington, July 15, 1882.

DETAILED REGULATIONS.

The undersigned, in pursuance of Article 9 of the Convention concluded between the United States and Portugal, on the fifteenth day of July, 1882, for the exchange of sums of money by means of postal orders have by mutual agreement, decided to adopt the following Regulations:

ARTICLE 1.

The Postal Administrations of the two countries shall communicate to each other the tables of conversion which they shall have adopted for the conversion of money in pursuance of the provisions of the third section of Article 2 of the Convention, and also all alterations which may be made therein.

ARTICLE 2.

Any person in the United States desiring to remit to any part of Portugal a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in Portugal, and to pay orders for sums remitted from that country.

The remitter shall give to the postmaster at such post-office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Portugal desiring to remit to the United States a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in the United States, giving at the same time his own name and address, and the name and exact address of the person to whom the amount is to be paid in the United States.

The receiving post-office in either country shall transmit, in accordance with the rules established by its postal administration, due notice of such payment, by an internal money-order, or otherwise, to the dispatching exchange office.

ARTICLE 3.

SEC. 1. The lists by means of which the Exchange Office of New York shall communicate to the Exchange Office of Lisbon the amounts deposited in the United States to be paid in Portugal, shall be in conformity with the model "A" annexed to the present Regulations. The lists by means of which the Exchange Office of Lisbon shall communicate to that of New York the amounts deposited in Portugal to be paid in the United States, shall follow the pattern "B" hereto annexed.

SEC. 2. The lists described in this Article shall be regularly transmitted by every mail, even when there are no deposits to be communicated for payment. In such cases, the words "No Money Orders," are to be written transversely across the lists.

SEC. 3. The lists transmitted by each of the two countries shall be consecutively numbered each year, commencing with Number 1, at the first of January, and terminating at the close of December. The entries in the lists shall also be consecutively numbered, commencing with Number 1 on the first of July in each year.

SEC. 4. The orders issued in the United States during the quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and in like manner the orders issued in Portugal during the quarter ending June 30th of each year, which may arrive at the Exchange Office of Lisbon in the following quarter, shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 4.

SEC. 1. The Exchange Office, upon receipt of the lists shall proceed to verify them. Should errors be found the necessary corrections are to be made in red ink.

SEC. 2. For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force, in the premises, in the country of destination.

SEC. 3. By the first mail forwarded after the receipt of the lists, one of them shall be transmitted to the dispatching office of exchange with a duly executed acknowledgment of receipt.

SEC. 4. When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall demand an explanation from the dispatching exchange office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of inland money orders of payment relating to the entries found to be erroneous in the list should be suspended.

ARTICLE 5.

Orders shall be valid during a period of twelve months after the date of the issue thereof.

ARTICLE 6.

SEC. 1. Orders which shall not have been paid within a period of twelve months from the date of the issue thereof shall be considered void, and the amount thereof shall be placed to the credit of the country of origin in the Quarterly Account. (Model "C.")

SEC. 2. For the execution of this stipulation, each of the two contracting countries shall make out a monthly statement (Model "D") of

orders originating in the other country, to which the provisions of this Article are applicable.

This statement shall include orders of which repayment shall have been reclaimed by the remitters.

ARTICLE 7.

SEC. 1. For the Quarterly Account required by Article 6 of the Convention a form shall be used in exact conformity with the pattern "C," hereto annexed.

SEC. 2. For the purpose of balancing this account, when the larger credit is in favor of Portugal, the conversion mentioned in Section 3 of Article 6 of the Convention shall be made in accordance with the average rate of exchange in New York during the quarter to which the account pertains. When the larger credit is in favor of the United States, the conversion shall be made in accordance with the average rate of exchange at Lisbon, during the same period.

SEC. 3. For this purpose the debtor Postal Administration shall send to the creditor Administration within ten days after the expiration of each quarter, a statement of the changes in the rates of exchange during that quarter.

SEC. 4. The Postal Administration of the United States shall return to Portugal a copy of the account in question, duly verified, within fifteen days, at the latest, after the receipt of the said account.

SEC. 5. If the ascertained balance of the account is in favor of Portugal, the Postal Administration of the United States, when it returns the duplicate of that account, shall remit the amount of such balance by a bill of exchange upon Lisbon, to the order of the Director General of Mails, Telegraphs, and Light-houses.

If the balance is in favor of the United States, the administration of Mails, Telegraphs, and Light-houses, of Portugal shall remit the amount thereof by letter of exchange on New York to the order of the Postmaster General of the United States, fifteen days, at the latest, after the receipt of the account, with a verification of the account, made by the United States.

SEC. 6. Whenever, in the interval between the quarterly statements, it is found that one of the two countries owes the other a balance exceeding four thousand five hundred milreis, or five thousand dollars, the Postal Administration of the debtor country shall transmit, without delay, in a letter of exchange, the approximate amount of such balance.

SEC. 7. All expenses attending the remittance of bills of exchange shall be at the charge of the debtor country.

ARTICLE 8.

The present Detailed Regulations shall take effect at the same time as the Convention of the fifteenth of July, 1882, and shall continue in force as long as the latter.

Done in duplicate, and signed at Washington, the fifteenth day of July, 1882.

TIM^o. O. HOWE.

*The Postmaster General
of the United States.*

[Seal of the Post Office
Department of the
United States.]

VISCONDE DAS NOGUEIRAS

On behalf of the Director General
of Posts, Telegraphs, and Light-
houses of Portugal.

[Seal of the Legation
of Portugal to the
United States.]

A.

Marca de dia do correio de New York

Relação No. _____

List No. _____

Stamp of New York Office.

Repertição postal de New York, N. Y.,
Post Office, New York, N. Y.,

_____, 188-.

_____, 188-.

SENHOR:

SIR:

Recebi a sua relação No. _____ datada _____ no dia _____, 188-.

I have received your List No. _____ of the _____ on the _____, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaes.*

The examination which has taken place has proved the correctness of the totals, viz:*

Importancias pagas _____ dollars, _____ centavos.

Amounts paid in _____ dollars, _____ cents.

Em troca remetto lhe junta (em duplicado) uma relação, No. _____, sendo a somma total desta relação _____ reis.

In return I transmit to you herewith (in duplicate) a list, No. _____, the total amount of the List being _____ reis.

Queira examinar, completar, e devolver-me a copia original desta relação, accusando a sua recepção e endossandô-a.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgement of its receipt indorsed thereon.

Sou com respeito,

I am, respectfully,

seu obediente servo,

your obedient servant,

_____,
O Director do Correio de New York, N. Y.
Postmaster, New York, N. Y.À Repertição dos Valles de Correio,
Lisbõa, Portugal.
To the Money Order Office,
Lisbon, Portugal.

* No caso de se encontrarem algumar differença, devem estas declarar-se abaixo.

* In case any differences are found, such differences to be stated below.

Marca de dia do correio de New York

{ Relação No. _____
{ List No. _____
{ Folha No. _____
{ Sheet No. _____

Stamp of New York Office.

Casas que a repartição internacional de expedição em New York deve encher.
Blanks to be filled out by the dispatching International Office of New York.

**Cazas que a repartição
destinatária interna-
cional em Lisboa deve
encher.**

Blanks to be filled by
the receiving Interna-
tional Office Lisbon.

	Numero do Valle do correio original. Number of Original Money Order.
	Numero corrente do valle internacional. Current number of international Order.
	Data do valle original. Date of original Order.
•	Importancia do valle de Correio original em moeda dos Estados Unidos. Amount of the Original Order in United States money.
•	Nome da repartição que expede o valle original. Post Office issuing Original order.
	Nome por extenso da peçoa que manda o valle. Full name of the remitter of order.
	Nome por extenso da peçoa que recebe o valle. Full name of the beneficiary.
	Cidade ou Villa. Town or City.
	Parochia e municipio. Parish and municipality.
	Ilha (se for nos Açores ou na Madelta). Island (if in Azores or Madelta).
	Importancia em moeda portugueza. Amount in Portuguese money.
Reis.	Numero do valle mandado pelo correio de Lisboa aos outros correios do reino. Number of the post office order of Lisbon.
	Repartição postal que paga o valle. Post Office on which the final order is drawn.
	Observações. Remarks.

Repartição dos Vales de Correo,
Lisboa, Portugal,
Money-Order Office,
Lisbon, Portugal,
_____, 188-.
_____, 188-.

SENHOR:

SIR:

Examinei a relação retro, No. _____, datada _____, 188-, na importancia total de _____ reis.

I have examined the within List, No. _____, dated _____, 188-, amounting in the aggregate to _____ reis.

Encontrei a ditta relação exacta, salvas as seguintes excepções:

I have found said List correct with the following exceptions:

Ao Director do Correo de New York, N. Y.

To the Postmaster

Money-Order Exchange Office

New York, N. Y.

B.

Relação No. _____

List No. _____

Marca de dia do Correio de Lisboa.



Stamp of Lisbon Office.

REPARTIÇÃO POSTAL DE LISBOA, PORTUGAL,
POST OFFICE, LISBON, PORTUGAL,

_____, 188-.

_____, 188-.

SENHOR:

Sua:

Recebi a sua relação de valles do correio internacionaes, No. _____, datada _____, 188-, no dia _____, 188-.

I have received your List of international money-orders, No. _____, of the _____, 188-, on the _____, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaes.*

The examination which has taken place has proved the correctness of the totals, viz:*

Importancias pagas _____ reis.

Amounts paid in _____ reis.

Em troca, remetto, lhe junta (em duplicado) uma relação do valles do correio internacionaes No. _____, sendo a somma total desta relação _____ dollars, _____ centavos.

In return, I transmit to you herewith (in duplicate) a List of international money-orders No. _____, the total amount of the list being _____ dollars, _____ cents.

Queira examinar, completar e devolver me a copia original desta relação accusando a sua recepção e endossando a.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowledgement of its receipt indorsed thereon

Son com respeito.

seu obediente servo.

I am, respectfully,

your obedient servant.

Ao Director do Correio

de New York, N. Y.

To the Postmaster

Money Order Exchange Office,

New, York, N. Y.

* No caso de se encontrarem algumas differença devem estas declarar-se abaixo.

* In case any differences are found, such differences to be stated below.

REPARTIÇÃO DOS VALES DE CORREIO

MONEY ORDER OFFICE,

*New York, N. Y., ———, 188—.**New York, N. Y., ———, 188—.*

SENHOR:

SIR:

Examinei a relação retro No. ———, datada ———, 188—, na importância total de ——— dollars
——— centavos.

I have examined the within List No. ———, dated ———, 188—, amounting in the aggregate to
——— dollars ——— cents.

Encontrei a ditta relação exacta salvo as seguintes excepções:

I have found said List correct with the following exceptions:

*Director do Correio de New York.**Postmaster Money Order Exchange Office.*

A repartição dos valles di correio

Lisboa, Portugal.

To the Money Order Office

Lisbon, Portugal.

II { RELAÇÃO
STATEMENT[illegible]

III { BALANÇO.
BALANCE.

Credito de Portugal. To the Credit of Portugal.		Credito dos Estados Unidos. To the credit of the United States.																									
Importancia dos vales, emitidos nos Estados Unidos. Amount of money orders issued in the United States.	Re is.	Importancia dos vales emitidos em Portugal. Amount of money orders issued in Portugal.	Dollars. Cts.																								
Importancia do premio a abonar a Portugal, na razão de $\frac{1}{2}$ per cento da quantia supra indicada. Amount of Commission due Portugal, at $\frac{1}{2}$ per cent. of the above amount.		Importancia do premio a abonar nos Estados Unidos, na razão de $\frac{1}{2}$ per cento da quantia supra indicada. Amount of Commission due United States, at $\frac{1}{2}$ per cent. of the above amount.																									
A abater a importancia do Credito dos Estados Unidos. (a) United States Credit to be deducted. (a) dollars cents at the rate of ..	A abater, importancia do Credito de Portugal. (b) Portugal Credit to be deducted. (b) reis ao cambio.. de ..																								
Saldo em Credito de Portugal..... Balance to the credit of Portugal....		Saldo em Credito dos Estados Unidos. Balance to the credit of the United States.																									
Pago por Conta pelos Estados Unidos Paid on account by the United States.		Pago por Conta por Portugal Paid on account by Portugal.																									
<table><tr><th>Datas. Dates.</th><th>Importancias. Amount.</th></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr></table>	Datas. Dates.	Importancias. Amount.												<table><tr><th>Datas. Dates.</th><th>Importancias. Amount.</th></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr></table>	Datas. Dates.	Importancias. Amount.											
Datas. Dates.	Importancias. Amount.																										
Datas. Dates.	Importancias. Amount.																										
Saldo a favor de Portugal..... Balance remaining to credit of Portugal.		Saldo a favor dos Estados Unidos. Balance remaining to credit of the United States.																									

Esta conta a presenta um saldo de _____ a pagar ao correio de _____
This account exhibits a balance of _____ due the _____ office.

This statement of account is accepted with a balance of _____ due the _____ office.

Washington, ———, 188—.

The Auditor of the Treasury for the Post Office Department.

(a) Convertida pelo cambio medio em New York durante o trimestre a que se refere esta conta.
To be converted at the average rate of exchange in New York during the Quarter to which this account appertains.

(b) Convertida pelo cambio medio em Lisboa durante o trimestre a que se refere esta conta.
To be converted at the average rate of exchange in Lisbon during the Quarter to which this account appertains.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS,
TO THE
POSTMASTER-GENERAL,
FOR
1882.

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 25, 1882.

SIR: I have the honor to submit herewith a report of the principal operations of the foreign mail service for the fiscal year ended June 30, 1882.

WEIGHT OF MAILS.

The total weight of mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 999,554,729 grams, or 2,203,876 pounds; an increased weight over the preceding fiscal year of 452,353 pounds. The weight of the letter mails was 187,928,578 grams, or 414,355 pounds, and of printed matter and samples of merchandise 811,626,151 grams, or 1,789,521 pounds; an increased weight as compared with the preceding fiscal year of 73,367 pounds of letters and 378,986 pounds of printed matter and samples.

Of the letter mails dispatched, 176,644 pounds (42.63 per cent.) were sent to Great Britain and Ireland; 101,591 pounds (24.52 per cent.) to Germany; 99,894 pounds (24.11 per cent.) to other countries of Europe, and 36,226 pounds (8.74 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 800,914 pounds (44.76 per cent.) were sent to Great Britain and Ireland; 332,358 pounds (18.57 per cent.) to Germany; 345,291 pounds (19.30 per cent.) to other countries of Europe, and 310,958 pounds (17.37 per cent.) to other Postal Union countries and colonies.

Compared with the weights of mails dispatched during the preceding year, the increase of letter mails was 21.52 per cent., and of printed matter and sample mails 26.87 per cent.

A comparison of the weights of the mails dispatched to foreign countries during the fiscal year 1882 with those of the fiscal year 1880 shows the increase of correspondence to have been as follows:

	Pounds.
Weight of letter mails:	
In 1882	414,355
In 1880	272,181
An increase in two years of.....	142,174
or 52½ per cent.	
Weight of printed matter and sample mails:	
In 1882	1,789,521
In 1880	1,181,420
An increase in two years of.....	608,101
or 51½ per cent.	

A statement of the weights of the mails dispatched to each Postal Union country and colony is reported by the Auditor of the Treasury for the Post-Office Department.

THE NUMBER OF LETTERS EXCHANGED

with countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 168,832, of which number 95,169 were sent to, and 73,663 received from such countries; a decrease, compared with the previous fiscal year, of 338,996 letters sent, and 147,388 letters received from non-Union countries.

COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea-transportation of the mails dispatched to and received from foreign countries during the fiscal year 1882, including 13,677 francs and 34 centimes (\$2,649.73), credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails by French contract packets from New York to Havre, amounted to \$280,163.98; an increase over the cost of the same services for 1881 of \$41,014.77. Of this amount \$233,485.34 was reported for the trans-Atlantic service; \$16,537.38 for the trans-Pacific service, and \$30,141.26 for services to and from the Isthmus of Panama, Central America, and the South Pacific; to Mexico, Cuba, and Porto Rico; to and from other West India Islands; to Brazil, the Argentine Republic, Paraguay and Uruguay; to Venezuela and Curaçoa, and to Canada and Newfoundland. Particulars of these several services are appended in statement marked A.

A comparison of the cost of foreign mail transportation for the fiscal year 1882 with the cost of the same service in 1880 shows the increase to have been as follows:

Cost of the service in 1882.....	\$280,163 98
Cost of the service in 1880.....	198,667 46
	<hr/>
An increase in two years of.....	81,496 52
or over 41 per cent.	

The expenses (chargeable to the foreign mail service) of maintaining the United States postal agencies at Shanghai (China), and at Aspinwall and Panama (United States of Colombia), for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted to \$2,695.55. These expenses have been materially reduced by a curtailment of the business of the agencies at Aspinwall and Panama, consequent upon the entrance into the Union, from July 1, 1881, of the United States of Colombia, the postal business of said agencies being now restricted to the receipt, custody, transfer, distribution (when necessary), and forwarding of mails in transit from and to the United States via the Isthmus of Panama.

The payments made by this department in previous years, on account of the Atlantic sea conveyance of the Australian closed mails from New York to Great Britain, were discontinued from July 1, 1881, the British post-office having agreed to pay directly to the conveying steamship lines the sums becoming due for the conveyance of such mails. Under this arrangement the appropriation made by Congress for ocean transportation of mails during the year 1882 was relieved from the payment of 70,360 francs 31 centimes=\$13,579.44.

The aggregate amount of the quarterly balances paid to this department on settlement of postage accounts with other Postal Union administrations was \$104,201.20, and the aggregate amount of the quarterly balances paid by this department to other Postal Union administrations was \$43,605.22.

The sums credited to this department by Postal Union administrations on account of the United States territorial and sea-transit of foreign mails, amounted to 657,728 francs 12 centimes=\$126,941.53, and the sums credited by this department to Union administrations on account of the foreign territorial and sea transit of United States mails, amounted to 423,392 francs 52 centimes=\$81,714.76.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1883-1884, are as follows :

For transportation of mails.....	\$350,000
For balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the department for 25 copies of the monthly journal of the Union—"L'Union Postale".....	60,000
Total.....	\$410,000

ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

The additions to the Universal Postal Union during the year have been as follows:

The Republic of Nicaragua, admitted from May 1, 1882.

The Republic of Costa Rica, admitted from January 1, 1883.

The Postal Union now embraces all countries and colonies of the civilized world known to have organized postal establishments, except Bolivia in South America, and the British Australasian colonies. For full list of Postal Union countries and colonies, with dates of admission, see statement marked B, appended.

MODIFICATIONS OF POSTAL UNION ARRANGEMENTS AND DETAILS.

The following changes in the Regulations of Detail and Order under the Convention of Paris, have been adopted by votes of the Postal Union administrations, viz:

Paragraph 10 of Article XXXII has been amended so as to read: The post-offices which the Japanese administration has established at Shanghai (China), at Fusampo and Genzanshin (Corea).

Paragraph 4 of Article VI has been modified as follows, to take effect January 1, 1883:

Registered articles must bear a label or impression of a stamp showing, in a distinct manner, the capital letter R in Roman text, it being left optional with each office to add to the letter R the special mark (indication of office of origin or country of origin, number of order, &c.) which it shall deem proper.

Consequent upon the adoption of this modification, and because of the uniform character of the stamp or label indicating registration thereby provided for use by all the postal administrations of the Union, Article XXIX of the Regulations has been also modified, to take effect on the same date, by suppressing the second subparagraph of paragraph 2, and numbering the third, fourth, and fifth subparagraphs thereof 2, 3, and 4, respectively.

Article XIV of the Regulations has been modified to read as follows:

1. Articles of correspondence addressed under initials are not admitted to registration.
2. No special condition of form or of fastening is required for registered articles. Each office has the right to apply to this correspondence the regulations established in its interior service.

Special arrangements have been concluded with Belgium and Switzerland, respectively, extending the limits of weight and dimensions, prescribed by Article V of the Convention of Paris for packets of samples of merchandise so as to admit such packets to circulation in the mails exchanged with each of those countries, respectively, when not exceeding the weight of 350 grams (12 ounces) and the dimensions of 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in width, and 10 centimeters (4 inches) in depth. Copies of these special arrangements are appended.

With respect to the arrangement with Belgium it has been mutually agreed that it shall be so interpreted as to authorize its termination at any time on a notice by either government of one year.

Negotiations are pending between this department and the postal administration of Japan for an arrangement granting the reciprocal conveyance between the two countries, free of postage, of official correspondence in closed mails between each government and its legations and consulates near the other.

Detailed information on the following subjects relating to Postal Union exchanges will be found in statements hereto appended, marked C, D, E, and F, respectively:

1. Table of equivalents according to which postage rates are levied in those countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and for return receipts.

2. A recapitulation of the regulations which determine, in the different countries of the Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*."

3. A recapitulation of the regulations within the Union respecting applications for the return of letters to the senders before their delivery to the addressees.

4. A statement of the surtaxes charged in certain Postal Union countries on correspondence addressed to the United States.

MODIFICATIONS OF POSTAL REGULATIONS AND DETAILS RESPECTING MAIL EXCHANGES WITH THE DOMINION OF CANADA, AND WITH COUNTRIES AND COLONIES NOT EMBRACED IN THE UNIVERSAL POSTAL UNION.

The second article of the postal arrangement between the United States and Canada of ^{April 28,}_{May 3,} 1881, has been replaced by a modified article designed to more effectually prevent the mailing in Canada of United States publications to addressees in this country with the object of evading the postage rates or regulations applicable to such matter in the United States. A copy of this article is appended.

The reduced sea-transit rates of 9 cents per ounce for letter mails and 4 cents per pound for printed-matter mails, accepted by this department from January 1, 1881, for the closed mails from the colonies of New South Wales, New Zealand, Victoria, and Queensland, respectively, for Mexico, the Central American States, and Panama, when transported entirely by sea from San Francisco, have been applied also to the closed mails for said colonies forwarded in the opposite direction from the British packet agency at Panama to San Francisco.

For the purpose of securing proper examination and treatment by United States customs officers, before transmission to the addressees, of books received by mail from Canada, an arrangement has been made with the Canada office to forward all book packets of Canadian origin

separately from other mail matter, in sacks addressed to certain designated United States exchange post-offices on or near the frontier line of Canada.

FOREIGN MAIL STATISTICS.

Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1882, based upon the count of such matter exchanged during seven days in October, 1881, and seven days in April, 1882, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.....	25,468,464	23,525,368	48,993,832	1,943,096		51.98	48.02
Number of unpaid and insufficiently paid letters.....	638,497	1,235,909	1,874,406		597,412	34.06	65.94
Number of free of postage letters.....	119,908	61,094	181,602	58,214		66.03	33.97
Total number of letters.....	26,226,869	24,822,971	51,049,840	1,403,898		51.38	48.62
Total number of single rates.....	29,675,709	27,277,833	56,953,542	2,397,876		52.11	47.89
Number of postal cards.....	1,428,208	918,179	2,346,387	510,029		60.87	39.13
Number of packets of newspapers, other printed matter, and business papers.....	22,919,589	19,596,814	42,516,403	3,322,775		53.91	46.09
Number of packets of samples of merchandise.....	843,682	238,880	1,082,562	604,802		77.93	22.07
Number of registered articles.....	457,000	408,354	925,354		11,354	40.39	59.61
Number of demands for return receipts.....	9,789	17,054	26,843		7,265	36.47	63.53
Prepaid postages on letters.....	\$1,385,618	15					
Prepaid postages on printed matter, &c.....	\$424,732	33					
Unpaid postages on letters, printed matter, &c.....	\$23,292	25	\$117,699	54	\$140,991	79	\$94,407
						29	16.52
						83	83.48

From the above table it appears—

1. That 97.11 per cent of the letters sent to foreign countries were fully prepaid; that 2.43 per cent. were either unpaid or insufficiently prepaid, and that 0.43 per cent. were free of postage.

2. That 94½ per cent. of the letters received in the United States from foreign countries were fully prepaid; that 5 per cent. were either unpaid or insufficiently prepaid, and that one-fourth of one per cent. were free of postage.

3. That of the total number of postal articles sent, 51 per cent. were letters; 2.78 per cent. were postal cards; 44.57 per cent. were newspapers, other printed matter, and business papers, and 1.65 per cent. were samples of merchandise.

4. That of the total number of postal articles received, 54.46 per cent. were letters; 2.01 per cent. were postal cards; 43 per cent. were newspapers, other prints, and business papers, and 0.53 per cent. were samples of merchandise.

5. The estimated amount of postages collected in the United States on the unpaid mail-matter received from other countries exceeded the estimated amount of unpaid postages on the mail-matter sent to other countries in the sum of \$94,407.29.

6. The estimated total postages collected in the United States (not including registration fees on registered articles) on the mails exchanged with foreign countries, amounted to \$1,956,614.18.

The general statistics of the postal services in the countries of the Universal Postal Union for the year 1880 (the latest collated and pub-

lished by the International Bureau), furnish interesting information respecting the interior postal services of each country, as well as of the international postal relations between the countries of the Union.

It appears by these statistics that the relative rank of the principal Union countries, in respect to the following particulars, was as follows:

1st. *In number of post-offices* the United States ranks first, with 42,989 offices; then Great Britain, with 14,549; Germany, with 9,460; France, 5,942; Japan, 4,665; Russia, 4,458; British India, 4,409; Austria, 4,025; Italy, 3,328; Switzerland, 2,852; Spain, 2,642; Hungary, 2,301; Sweden, 1,785; the Netherlands, 1,316; Norway, 924; Mexico, 897; Belgium, 792; Portugal, 755; Denmark, 560.

2d. *In respect of the relative proportion between the number of post-offices and that of population*, the principal countries of the Union rank as follows: Switzerland has an average of 993 inhabitants to each post-office; the United States, 1,167 to each office; Norway, 2,078; Great Britain, 2,372; Sweden, 2,565; the Netherlands, 3,085; Luxemburg, 3,175; Denmark, 3,537; Germany, 4,778; Austria, 5,498; France, 6,211; Portugal, 6,285; Spain, 6,333; the Argentine Republic, 6,400; Belgium, 6,991; Hungary, 7,258; Japan, 7,701; Italy, 8,545.

3d. *In number of letter-boxes for reception of correspondence*, the principal countries rank as follows: France, 57,960 letter-boxes; Germany, 57,782; Great Britain, 27,782; the United States, 18,460; Italy, 11,550; Spain, 9,406; Austria, 8,013; Russia, 7,957; Japan, 6,935; British India, 6,392; Belgium, 5,456; Switzerland, 5,270; Denmark, 3,382; Hungary, 3,263; the Netherlands, 3,047; Sweden, 2,700; Portugal, 1,303.

4th. *In number of letters conveyed in the mails*, the principal countries rank as follows: Great Britain, 1,176,423,600 letters; the United States, 847,830,029; Germany, 522,689,800; France, 488,462,763; Austria, 174,999,000; Italy, 151,471,018; British India, 118,072,439; Russia, 92,451,476; Spain, 66,525,891; Hungary, 64,647,572; Belgium, 61,209,200; the Netherlands, 48,070,539; Switzerland, 45,739,594; Japan, 36,898,795; Sweden, 27,130,454; Denmark, 22,011,999; Portugal, 14,124,919.

5th. *In number of postal cards conveyed in the mails*, the principal countries rank as follows: The United States, 275,324,224 postal cards; Germany, 135,135,100; Great Britain, 122,884,000; Austria, 36,026,000; France, 27,540,065; Japan, 19,884,451; Italy, 19,714,710; Belgium, 14,720,342; the Netherlands, 13,775,947; Hungary, 12,965,458; British India, 7,471,984; Switzerland, 6,649,297; Russia, 4,682,544; Sweden, 1,250,081; Roumania, 685,802; Portugal, 252,751; Norway, 209,014; Denmark, 173,128; Spain, 161,986; Luxemburg, 155,883.

6th. *In respect to the number of letters and postal cards per each inhabitant*, the principal countries rank as follows: Great Britain, 37.6 to each inhabitant; the United States, 22.8; Switzerland, 22.4; the Netherlands, 17.1; Belgium, 16.2; Germany, 15.6; France, 14.9; Denmark, 12.6; Luxemburg, 11.7; Austria, 11.1; Sweden, 6.9; Italy, 6.6; Norway, 5.7; Spain, 4.1; Portugal, 3.3; Greece, 1.7; Japan, 1.6; Roumania, 1.2; Russia, 1.1.

7th. *In number of newspapers conveyed in domestic mails*, the principal countries rank as follows: The United States, 730,269,063 newspapers; Germany, 420,944,000; France, 285,691,654; Great Britain, 133,796,100; Russia, 83,233,945; Italy, 81,060,778; Austria, 75,282,900; Belgium, 64,680,000; Switzerland, 49,967,736; the Netherlands, 33,682,452; Hungary, 27,722,577; Denmark, 25,007,457; Sweden, 21,087,036; Japan, 17,596,758; British India, 11,251,021; Norway, 10,402,002; Argentine Republic, 7,500,000; Greece, 1,688,841.

8th. *In number of newspapers dispatched in international mails*, the

principal countries rank as follows: The United States, 18,378,837 newspapers; Great Britain, 16,697,753; France, 15,894,252; Germany, 8,760,000; Italy, 5,030,860; Belgium, 4,001,000; Spain, 3,117,521; the Netherlands, 1,251,605; Russia, 1,235,686; Argentine Republic, 795,000; Sweden, 714,717; Greece, 502,047; Norway, 201,428.

9th. In respect to *the length of interior mail-routes of all kinds, on land and water, used for conveyance of the mails*, the United States occupies the first rank, with a total length of 550,221 kilometers (341,891 miles); France next, with 227,591 kilometers (141,418 miles); Russia next, with 171,268 kilometers (106,421 miles); and Germany next, with 101,609 kilometers (63,137 miles).

No reports on this head were furnished for Great Britain.

10th. In respect to *the number of miles of railway transportation of mails*, the United States ranks first, with 154,399,941 kilometers (95,939,491 miles); Germany next, with 102,799,339 kilometers (63,876,418 miles); then France, with 66,150,755 kilometers (41,104,095 miles); Austria, 29,167,664 kilometers (18,123,711 miles); Russia, 23,203,638 kilometers (14,418,045 miles); Hungary, 12,504,957 kilometers (7,770,205 miles); Spain, 5,942,754 kilometers (3,692,649 miles); Sweden, 5,656,897 kilometers (3,516,026 miles); Switzerland, 4,772,740 kilometers (2,965,637 miles).

No statements on this head were furnished for Great Britain.

11th. In respect to *the distance of transportation of mails effected by modes of conveyance other than by railroads*, the United States ranks first, with 121,713,592 kilometers (75,599,174 miles); Germany next, with 62,745,103 kilometers (38,989,925 miles); then France, 48,869,120 kilometers (30,365,805 miles); Russia, 33,415,955 kilometers (20,763,673 miles); Austria, 31,743,825 kilometers (19,724,661 miles).

No statements on this head were furnished for Great Britain.

12th. In respect to *the gross postal revenues*, the principal countries rank as follows: Germany, 190,229,319 francs; the United States, 176,453,627; Great Britain, 168,335,675; France, 112,687,572; Russia, 56,694,540; Austria, 41,519,703; Italy, 28,189,618; British India, 22,324,407; Spain, 18,723,485; Switzerland, 17,589,901; Hungary, 15,890,022; Belgium, 11,599,607; The Netherlands, 8,828,838; Sweden, 7,133,273; Japan, 6,439,847; Denmark, 5,550,803 francs.

13th. The postal service of the following countries in 1880 yielded *net revenues*, in francs, as follows: Great Britain, 64,944,200 francs; France, 32,303,646; Germany, 22,017,689; Spain, 10,751,753; Austria, 4,582,700; Belgium, 3,836,839; Italy, 3,831,683; Hungary, 2,766,615; The Netherlands, 2,180,341; Switzerland, 2,011,864; British India, 994,485; Sweden, 929,811 francs.

The annual deficit in the United States for the same year was 16,536,575 francs, and in Russia 4,520,176 francs.

The order of this department discontinuing the annual count of domestic correspondence has, it is regretted, rendered incomplete the statistics furnished the International Bureau for the fiscal year ended June 30, 1881, and will prevent any comparison for that year between our domestic correspondence and that of other countries of the Universal Postal Union.

SUBJECTS REQUIRING LEGISLATION.

Article 6 of the Universal Postal Union Convention concluded at Paris, June 1, 1878, provides for the payment, in case of the loss of a registered article, and except in case of *force majeure*, of an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the

administration upon whose territory or in whose maritime service the loss has occurred; but permits, as a temporary measure, the administrations of the countries beyond Europe whose legislation was at that time opposed to the principle of responsibility to postpone its application until they shall have obtained from the legislative power authority to subscribe to it. To enable this department to carry into effect this provision of the Paris Convention, your predecessors have recommended in each annual report since the conclusion of the Paris Convention, that the necessary authority therefor be given by law. Bills have been introduced in Congress for that object which have passed the Senate, but have not been acted upon by the House of Representatives. I respectfully suggest that the attention of Congress be again called by this department to the importance of enacting the necessary legislation on this subject.

The countries and colonies of the Universal Postal Union outside of Europe which, up to the latest advices, have agreed to the principle of responsibility in case of loss on their territory, or in their maritime service, of a registered article, are as follows:

Egypt,	Bermudas,	Saint Christopher,
British India,	Ceylon,	Saint Lucia,
Persia,	Gold Coast,	Seychelles,
The Danish Colonies,	Dominica,	Sierra Leone,
The Spanish Colonies,	Gambia,	Straits Settlements,
The French Colonies,	Grenada,	Newfoundland,
The Netherlands Colonies,	British Guiana,	Tobago,
The Portuguese Colonies,	British Honduras,	Trinidad,
The United States of Colombia,	Hong-Kong,	Turk's Islands,
The Republic of Hayti,	Jamaica,	Virgin Isles,
Antigua,	Labuan,	Saint Vincent,
Bahamas,	Lagos,	Cyprus,
	Mauritius,	Barbadoes,
	Montserrat,	Chili,
	Nevis,	Hawaii.

This department, as also the postal administrations of Peru, the United States of Venezuela, and the Republic of Liberia, have advised the International Bureau of the Postal Union that they have submitted to their national legislatures projects of laws authorizing them to subscribe to the principle of responsibility in the matter of registered articles exchanged with other postal-union countries.

I also respectfully suggest that the recommendations of your predecessors for such a modification of the provisions of section 17 of the act of March 3, 1879, as will authorize the adoption, by the Secretary of the Treasury and the Postmaster-General, of regulations extending to all dutiable articles of mail-matter received by mail from foreign countries the same facilities of transmission by mail to destination and delivery to the addressees, subject to payment of customs duty, as are now extended to dutiable books received from countries of the Universal Postal Union.

SPECIAL POSTAL-UNION INTERNATIONAL EXCHANGES.

A project of an arrangement relative to an international exchange of small parcels not exceeding 3 kilograms in weight, which was submitted by the delegates of Germany to the Paris Convention of 1878, resulted

in the assemblage at Paris, in October, 1880, of a Postal Conference, which, on the 3d day of November following, concluded a convention to go into operation October 1, 1881, for an exchange of such parcels between Germany, Austro-Hungary, Belgium, Bulgaria, Denmark, Egypt, Spain, France, Great Britain and Ireland, British India, Italy, Luxemburg, Montenegro, The Netherlands, Persia, Portugal, Roumania, Servia, Sweden, Norway, Switzerland, and Turkey.

The postal-union countries which have taken advantage, to date, of the permission given in Article 14 of the Paris Convention to make mutual arrangements for the exchange of postal cards with paid reply are as follows: Argentine Republic, Austro-Hungary, Belgium, Brazil, Colombia [United States of], Cuba, France, Germany, Greece, Honduras [Republic of], Italy, Luxemburg, Netherlands, Netherlands Colonies in the East Indies, Norway, Paraguay, Persia, Porto Rico, Portugal, Portuguese Colonies, Roumania, San Salvador, Servia, Spain, Spanish Colonies, Sweden, Switzerland, Turkey, and Uruguay.

MISCELLANEOUS.

Postal intercourse between the United States and foreign countries has been maintained during the year with accustomed regularity, and without interruption, save in the following instances:

The prevalence of yellow fever during summer months, and the quarantine regulations resulting therefrom at New Orleans, La.; Galveston, Tex.; Key West, Fla., and several towns on the Rio Grande, compelled the temporary use of less direct routes for the transmission of exchanges between the United States and Mexico and Havana, Cuba, respectively, involving delay to the mails to some extent.

The occupation by Chilean forces of Peruvian territory, resulting in the suppression of the postal establishments of Peru, and the establishment in their stead of Chilean post-offices, under the charge and direction of the military forces of Chili, whilst giving rise to anomalous complications, has, at the same time, occasioned delays to the mails from the United States for Peru, and complaints of alleged loss of correspondence.

In connection with the above, it should be stated that direct postal intercourse with Brazil, and other countries on the east coast of South America, and with a considerable portion of the West India Islands, is entirely dependent upon the maritime commercial carrying trade with those countries and islands, the varying necessities of which render the mail service irregular and uncertain, and not infrequently prevent sufficient notice to the public of the dispatches occurring.

Very respectfully,

JOSEPH H. BLACKFAN,
Superintendent.

STATISTICS OF FOREIGN MAILS.

A.—Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1882.

TRANSATLANTIC.

By Cunard line, 50 trips from New York.....	\$33,373 24	
By Cunard line, 46 trips from Boston	840 90	
		\$34,214 14
By Hamburg line, 51 trips from New York.....		24,809 02
By Liverpool and Great Western line, 49 trips from New York.		58,210 48
By North German Lloyd line, 68 trips from New York	37,767 51	
By North German Lloyd line, 36 trips from Baltimore	28 69	
		37,796 20
By White Star line, 53 trips from New York		39,097 06
By Inman line, 50 trips from New York		28,043 53
By Anchor line, 50 trips from New York.....		5,023 25
By Canadian line, 50 trips.....		408 77
By American line, 38 trips from Philadelphia.....		3,233 16
		\$230,835 61

TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong:		
By Pacific Mail line	\$981 30	
By Occidental and Oriental line	2,205 83	
By vessels of other lines	48 01	
		\$3,235 14
To Shanghai, China:		
By Pacific Mail line.....	482 60	
By Occidental and Oriental line.....	908 38	
		1,390 98
To Australia, New Zealand, Fiji Islands, &c.:		
By Pacific Mail line	11,301 34	
By vessels of other lines.....	609 92	
		11,911 26
		\$16,537 38

MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails.....	\$6,547 92	
Inward mails	1,731 73	
		\$8,279 64
To Mexico.....		5,214 78
To Cuba and Porto Rico.....		7,128 62
To and from other West India Islands:		
Outward mails.....	3,715 63	
Inward mails	56 02	
		3,771 65
To Brazil, Argentine Republic, Paraguay, and Uruguay.....		4,100 58
To Venezuela and Curaçoa.....		832 03
To Canada		792 42
To Newfoundland		21 54
		\$30,141 26
Total		\$277,514 25

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

B.—Table showing the countries and colonies which, since June 30, 1876, have been added to the original Postal Union formed by the treaty concluded at Berne, October 9, 1874, and the dates upon which the said countries and colonies adhered to the Union.

British India	July	1, 1876.
French colonies (except Bassam and Assinie)	July	1, 1876.
Bermuda, islands of	April	1, 1877.
Ceylon	April	1, 1877.
Guiana, British	April	1, 1877.
Hong-Kong	April	1, 1877.
Jamaica	April	1, 1877.
Labuan	April	1, 1877.
Mauritius and dependencies	April	1, 1877.
Straits Settlements	April	1, 1877.
Trinidad	April	1, 1877.
Tunis, Italian post-office at	April	1, 1877.
Netherlands colonies in Asia, Oceanica, and America	May	1, 1877.
Spanish colonies in Africa, Asia, Oceanica, and America	May	1, 1877.
Tunis, French post-office at	May	1, 1877.
Tangier, French post-office at	May	1, 1877.
Japan	June	1, 1877.
Portuguese colonies	June	1, 1877.
Brazil	July	1, 1877.
Hong-Kong post-offices at Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China)	Aug.	18, 1877.
Danish colonies of St. Thomas, St. Croix, and St. Jean	Sept.	1, 1877.
Greenland	Sept.	1, 1877.
Persia	Sept.	1, 1877.
Shanghai, French post-office at	Oct.	1, 1877.
Cambodia, French post-office at	Jan.	1, 1878.
Tonquin, French post-office at	Jan.	1, 1878.
Argentine Republic	Jan.	1, 1878.
Hong-Kong post-offices at Hai-Phung and Hainoi (Tonquin)	April	23, 1878.
Canada	Aug.	1, 1878.
Soodan	Aug.	14, 1878.
Cyprus, island of	Dec.	20, 1878.
British colonies on the west coast of Africa	Jan.	1, 1879.
Falkland Islands	Jan.	1, 1879.
Honduras, British	Jan.	1, 1879.
Newfoundland	Jan.	1, 1879.
Andorra, Republic of	April	1, 1879.
Ionian Isles	April	1, 1879.
Liberia	April	1, 1879.
Lichtenstein, Principality of	April	1, 1879.
Mexico	April	1, 1879.
Monaco, Principality of	April	1, 1879.
Nubia	April	1, 1879.
Peru	April	1, 1879.
San Marino, Republic of	April	1, 1879.
San Salvador, Republic of	April	1, 1879.
Tripoli, Italian post-office at	April	1, 1879.
Bulgaria	July	1, 1879.
Leeward Islands (British)	July	1, 1879.
Honduras, Republic of	Oct.	1, 1879.
Venezuela	Jan.	1, 1880.
Bahama Islands	July	1, 1880.
Ecuador	July	1, 1880.
French colonies of Grand Bassam and Assinie (dependencies of Gaboon)	July	1, 1880.
Uruguay	July	1, 1880.
Dominica, Republic of	Oct.	1, 1880.
Grenada	Feb.	1, 1881.
St. Lucia	Feb.	1, 1881.
Tobago	Feb.	1, 1881.
Turk's Islands	Feb.	1, 1881.
Chili, Republic of	April	1, 1881.
Hayti, Republic of	July	1, 1881.
Paraguay, Republic of	July	1, 1881.
Colombia, United States of	July	1, 1881.
Guatemala, Republic of	Aug.	1, 1881.
Barbadoes	Sept.	1, 1881.

St. Vincent	Sept. 1, 1861
Hawaiian Islands	Jan. 1, 1862
Nicaragua, Republic of	May 1, 1882.
Costa Rica, Republic of	Jan. 1, 1883

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

C.—Table showing the equivalents, so far reported, according to which, in pursuance of Article 7 of the Paris Convention, postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and return receipts.

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Antigua	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Argentine Republic	8 centavos.	4 centavos	2 centavos	16 centavos	8 centavos.
Austria-Hungary	10 kreuzer.	5 kreuzer	3 kreuzer	10 kreuzer	10 kreuzer.
Barbadoes	2½ pence.	1 penny	½ penny	4 pence	2½ pence.
Belgium				25 centimes	25 centimes.
Bermudas	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Brazil	100 reis	50 reis.	25 reis	200 reis	100 reis.
Bulgaria				25 centimes	25 centimes.
Canada	5 cents	2 cents	1 cent	5 cents	5 cents.
Ceylon	¼ rupee	⅛ rupee	⅛ rupee.	¼ rupee	¼ rupee.
Chili	5 centavos.	3 centavos.	1 centavo	10 centavos	5 centavos.
Colombia, United States of	5 centavos.	2 centavos.	1 centavo	10 centavos	5 centavos.
Cuba and Porto Rico	5 centimos de peso.	2 centimos de peso.	1 centimo de peso.	10 centavos	5 centavos.
Cyprus	2 piastres (English) or 80 paras.	1 piastre (English) or 40 paras.	½ piastre (English) or 20 paras.		
Denmark	20 öre	10 öre	5 öre.	16 öre	8 öre.
Dominica, Republic of				10 centavos	5 centavos.
Dominica	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Egypt	1 piastre	20 paras	10 paras	1 piastre	1 piastre.
Falkland Islands	2½ pence.	1 penny	½ penny	4 pence	2½ pence.
France and Colonies				25 centimes	10 centimes.
Gambia	2½ pence.	1 penny	½ penny	2 pence	1 penny
Germany	20 pfennig.	10 pfennig.	5 pfennig	20 pfennig	20 pfennig.
Gold Coast	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Great Britain	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Greece	30 lepta	15 lepta	5 lepta	20 lepta	20 lepta.
Greenland	20 öre	10 öre	5 öre	16 öre	8 öre.
Grenada	2½ pence.	1 penny	½ penny	2 pence	2½ pence.
Guatemala	5 centavos.	2 centavos	1 centavo	10 centavos	5 centavos.
Gulana, British	5 cents	2 cents	1 cent		
Guiana, Dutch	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Hayti	5 centièmes de gourde.	2 centièmes de gourde.	1 centièmes de gourde.	10 centièmes de gourde.	5 centièmes de gourde.
Hawaiian Islands	5 cents	2 cents	1 cent	10 cents	5 cents.
Honduras				10 centavos	5 centavos.
Honduras, British	2½ pence.	1 penny	½ penny	4 pence	2½ pence.
Hong-Kong	5 cents	2 cents	1 cent	10 cents	5 cents.
India, British	2 annas	½ anna	¼ anna	2 annas	2 annas.
Italy				25 centimes	25 centimes.
Jamaica	2½ pence.	1 penny	½ penny	4 pence	2 pence.
Japan	5 sen	2 sen	1 sen	10 sen	5 sen.
Labuan	5 cents	2 cents	1 cent	8 cents	5 cents.
Lagos	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Luxemburg				20 centimes	20 centimes.
Mauritius	¼ rupee	⅛ rupee.	⅛ rupee.	¼ rupee	¼ rupee.
Mexico	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos.
Montenegro	10 soldi	5 soldi	3 soldi	10 soldi novčić	10 soldi novčić.
Montserrat	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Netherlands	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Netherlands Indies	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Nevis	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Newfoundland	5 cents	2 cents	1 cent	5 cents	5 cents.
Nicaragua	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos.
Norway	20 öre	10 öre	5 öre	20 öre	20 öre.
Paraguay	5 centavos de peso (peso fuerte).	2 centavos de peso (peso fuerte).	1 centavo de peso (peso fuerte).	10 centavos	5 centavos.
Persia	5 shahis.	2 shahis.	1 shahi	10 shahis	5 shahis.
Peru	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos.
Philippine Islands	5 centimos de peso.	2 centimos de peso.	1 centimo de peso.		
Portugal	50 reis	20 reis	10 reis	50 reis	50 reis.

Table showing the equivalent postage rates of the Universal Postal Union, &c.—Continued.

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Portuguese Colonies	50 reis	20 reis	10 reis	100 reis	40 reis.
Roumania	25 centimes.	10 centimes.	5 centimes.	25 centimes.	25 centimes.
Russia	7 kopecks	3 kopecks	2 kopecks	7 kopecks	7 kopecks.
San Salvador	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.	10 centavos	5 centavos.
Servia *	25 paras	10 paras	5 paras	20 paras	20 paras.
Sierra Leone	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Spain	25 centimes.	10 centimes.	5 centimes.	25 centimes.	10 centimes.
St. Christopher	2½ pence	1 penny	½ penny	2 pence	2½ pence.
St. Lucia	2½ pence	1 penny	½ penny	2 pence	2½ pence.
St. Vincent	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Straits Settlements	5 cents	2 cents	1 cent	5 pence	5 pence.
Sweden	20 öre	10 öre	5 öre	8 cents	5 cents.
Switzerland	25 centimes.	10 centimes.	5 centimes.	25 centimes.	12 öre.
Tobago	2½ pence	1 penny	½ penny	4 pence	20 centimes.
Trinidad	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Turkey	40 paras	16 paras	8 paras	40 paras	2½ pence.
Turk's Islands	2½ pence	1 penny	½ penny	4 pence	40 paras.
United States	5 cents	2 cents	1 cent	10 cents	2½ pence.
Uruguay	10 centavos	5 centavos	2 centavos	No charge.	No charge.
West Indies, Danish	20 öre	10 öre	5 öre	10 centavos	5 centavos.
West Indies, Netherland	12½ cents	5 cents	2½ cents	7 cents	3 cents.
				10 cents	10 cents.

* 1 dinar of 100 paras = 1 franc.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

D.—POSTE RESTANTE LETTERS.

The following are the regulations which determine, in the different countries of the Universal Postal Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*":

Great Britain and Germany	1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin.
Curacao, West Indies	1 month, if originating in Venezuela or the West Indies, and 2 months when of any other origin.
Cyprus, Dominica, and Island of Montserrat.	1 month.
Ceylon	1 month; but if addressed to persons aboard of vessels <i>expected to arrive</i> it is kept 3 months.
Liberia	1 month for correspondence originating in establishments and islands on the West Coast of Africa, and 3 months for any other correspondence.
Antigua, Austria, Bermuda, British Honduras, Dutch Guiana, Egypt, France, Grenada, Hungary, Italy, Japan, Island of Nevis, Paraguay, Peru, Roumania, Salvador, Servia, Spain, St. Christopher, St. Lucia, Trinidad, Turk's Islands, Virgin Islands.	2 months.
Canada	2 months in country post-offices and 1 month in city post-offices, after which it is sent to the dead letter office.
Netherlands	6 weeks.
Denmark	2 months for correspondence originating in Germany, and 3 months for correspondence of all other origin.
British Guiana	2 months, as a general rule, and 3 or 4 months in exceptional cases.

San Domingo	2 months for domestic correspondence, and 3 months for international correspondence.
Jamaica	8 weeks.
Brazil, Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Newfoundland, Norway, Persia, Seychelles, Switzerland, Tobago, United States of America.	3 months.
Belgium	Until the 5th of the third month following that in which the correspondence reached the office.
Hong-Kong	3 months; but if addressed to persons on board sailing ships, 4 months.
Sweden	Until the expiration of the quarter following its arrival.
Russia and Bulgaria	4 months.
British India	4 months when the correspondence is addressed to Calcutta, to Madras, to Bombay, to Aden, to Rangoon, or to Kurra- chee; and for 1 month only when to other destinations.
Hawaii, Mexico, St. Vincent, Straits Settlements.	6 months.
Portugal	6 months for domestic correspondence, and 3 months for international correspondence.
Netherland East Indies	3 months in the office of destination, and 3 months longer in the central administration.
Chili	3 months in the office of destination, and 6 months longer in the dead letter office of the central administration.
Argentine Republic	9 months in the office of destination, and 3 months longer in the central administration.
Honduras, Hayti, Mauritius, Singapore, and Uruguay.	1 year.
Guatemala and Venezuela	2 years.
Labuan	Until there is little or no hope that it can be delivered.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

E.—RECAPITULATION OF THE REGULATIONS WITHIN THE POSTAL UNION RESPECTING THE STOPPAGE, FOR RETURN TO THE SENDERS, OF LETTERS OF THE INTERNATIONAL SERVICE.

From information communicated to the International Bureau respecting the legislation of the different countries of the Universal Postal Union on the subject of the property of letters in course of transportation, and the authority to stop letters of the international service (ordinary or registered) circulating in their territory before delivery to the addressees, it appears that, in order to return them to the senders, the administrations of the Union which consent to stop upon their territory the letters of the international service, the withdrawing of which may be requested by the administration of the country of origin, are the following:

Argentine Republic, Austria, Batavia, Belgium, Brazil, British India, Bulgaria, Chili, Curaçoa, Denmark, Danish Colonies, Egypt, France, French Colonies, Germany, Hayti, Honduras, Republic of; Hong-Kong, Hungary, Italy, Luxemburg, Montenegro, Netherlands, Nicaragua, Norway, Paraguay, Persia, Peru, Portugal, Portuguese Colonies, Roumania, Russia, Surinam, Sweden, Switzerland, Trinidad, United States of America, and Uruguay.

Certain of these administrations, however, have made reservations as follows:

The administrations of *Bulgaria, Egypt, France, French Colonies, Portugal, Sweden, and the United States of America* consent to return letters of the international service,

under the reservation that the administrations of the countries of origin which make the request for withdrawal remain responsible for such withdrawal.

The administration of *Bulgaria* will return letters to the senders on their complying with certain forms for identification, and for taking any responsibility off that administration. "If a request for the return of a letter comes from abroad, either by letter from a foreign administration or direct from the sender, the letter the return of which is requested, if not yet delivered, will be sent to the dispatching office, which will be responsible for the consequences of such return."

The *French* office has notified the administrations of the Union "that when they address to it a telegram asking the return of a letter, they assume the responsibility of all the consequences of such a measure, and that the fact alone of sending the telegram implies that responsibility on the part of the office of origin, although it should not be mentioned in the demand."

The administrations of *Luxemburg* and *Norway* do not refuse to return letters of the international service if the request is made by the administration of the country of origin, unless the legislation of that country does not attribute to the sender the ownership of articles in course of transportation.

The administration of *Sweden* requires (1) that requests for return to the senders of letters of the international service destined for Sweden must always be made by the central administration of the country of origin, and must be addressed to the central administration at Stockholm; (2) that in addressing to the Swedish office a request for the return of a letter the administrations of the Union assume the responsibility for all the consequences of such a request, and that the simple fact of making such a request by telegram implies such a responsibility on the part of the office of origin, even if it should not be mentioned in the telegram.

The *Italian* administration consents only to return registered or insured letters.

In order that the *Brazilian*, *German*, and *Portuguese Colonies'* administrations may allow requests for withdrawal, it is indispensable that the requests should specify that the identity of the sender has been established.

The regulations of the *Swiss* administration authorize the return to the sender of an article of international correspondence, unless the addressee has been officially notified of the arrival of such article and has requested its delivery.

The administration of *Hong-Kong* cannot stop a letter circulating over its territory except by special order coming from the governor of the colony or from Her Majesty's consul.

The administrations of *Persia* and the *Virgin Islands* consent only to the return of registered letters.

The administration of *Haiti* will return letters of the international service in case the administration of the country of origin makes the request by telegraph.

The administration of *Montenegro* consents to return letters of the international service, if the sender makes the request by telegram or letter fully establishing his identity.

The administrations of *Uruguay* and *St. Domingo* consent to return letters of the international service if the request is made in the name of the sender, by the administration of the country of origin, which assumes all the consequences which may result from such a return.

The administration of *Chili* consents to return letters of the international service on the following conditions:

(a.) The demand for return must be addressed by the central administration of the country of origin to the General Direction of Posts of Chili.

(b.) The administration of the country of origin assumes the responsibility for all consequences involved in such return.

(c.) The simple fact of sending a telegram requesting such return implies this responsibility, even if no special mention is made of it.

The administration of *Nicaragua* consents to return letters of the international service at the request of the central postal administration of the country of origin if the sender is able to prove his identity by two witnesses in the presence of a postal agent, and is also able to prove the authenticity of his signature.

The regulations of the Post-Office Department of the *United States* require conclusive proof of identity, and that the purpose shall be such as would justify a resort to a reserved power, never to be exercised except in an emergency which admits of no other remedy; and that the application for return be made by the sender, approved by the postal administration of the country of origin, and transmitted by it, such approval being understood in all cases to involve the assumption by such country of origin of any liability for damages that may arise out of such return.

The administrations of the Union which are not authorized to return letters of the international service, to have them placed at the disposition of the senders, are the following: *Antigua*, *Jahamas*, *Barbadoes*, *Bermuda*, *British Guiana*, *British Honduras*, *Canada*, *Colombia*, *U. S. of*; *Cyprus*, *Dominica*, *Falkland Islands*, *Gambia*, *Great Britain*, *Greece*, *Grenada*, *Jamaica*, *Japan*, *Lagos*, *Liberia*, *Mauritius*, *Neris*, *Newfoundland*, *St.*

Lucia, St. Vincent, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Tobago, Turkey, Turk's Island, Venezuela.

The administrations which had not, on the 26th of September, 1881, replied to the inquiry made by the International Bureau on this subject are those of *Ceylon, Gold Coast, Mexico, Montserrat, Servia, and St. Christopher.*

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

F.—Statement of surtaxes (postage in excess of the general Union rates) charged in countries of the Postal Union on correspondence addressed to the United States, reduced to centimes.

Countries.	Letters, per 15 grams.		Postal cards, each.		Other articles, per 50 grams.	
	Currency of country.	Cms.	Currency of country.	Cms.	Currency of country.	Cms.
Antigua	1½ pence	15	½ penny	5	½ penny	5
Argentine Republic	4 centavos	10	2 centavos	5	2 centavos	5
Barbadoes	1½ pence	15	½ penny	5	½ penny	5
Brazil	100 reis	20	25 reis	5	25 reis	5
British Honduras*	1½ pence	15	½ penny	5	½ penny	5
British India	1½ annas	12½	½ anna	5	½ anna	5
British India, via Brindisi	2½ annas	30	½ anna	5	1 anna	10
Ceylon	.06 of rupee	15	.02 of rupee	5	.02 of rupee	5
Ceylon, via Brindisi	.08 of rupee	20	.04 of rupee	10	.04 of rupee	10
Chili, via Strait of Magellan	5 centavos	25	1 centavo	5	1 centavo	5
Chili, via Panama	6 centavos	30	2 centavos	10	2 centavos	10
Colombia, United States of	5 centavos	10				
Curacao	12½ cents	25	2½ cents	5	2½ cents	5
Cyprus	1 piastre	10	½ piastre	5	½ piastre	5
Denmark*	10 öre	10	5 öre	5	5 öre	5
Danish West Indies	5 cents	25	1 cent	5	1 cent	5
Dominica	1½ pence	15	½ penny	5	½ penny	5
Falkland Islands	1½ pence	15	½ penny	5	½ penny	5
Gambia	1½ pence	15	½ penny	5	½ penny	5
Gold Coast	1½ pence	15	½ penny	5	½ penny	5
Greenland	20 öre	25	10 öre	5	5 öre	5
Grenada and Grenadilles	1½ pence	15	½ penny	5	½ penny	5
Guatemala	5 centavos	25	1 centavo	5	1 centavo	5
Hawaii	5 cents	25	1 cent	5	1 cent	5
Hayti	5 centièmes	25	1 centièmède	5	1 centièmède	5
Honduras, Republic of	5 centavos	25	1 centavo	5	1 centavo	5
Hong-Kong	5 cents	25	1 cent	5	1 cent	5
Jamaica	1½ pence	15	½ penny	5	½ penny	5
Labuan, via Brindisi	7 cents	10	2 cents	5	2 cents	5
Labuan, via other routes	5 cents	25	1 cent	5	1 cent	5
Lagos	1½ pence	15	½ penny	5	½ penny	5
Liberia, other routes than via Brindisi	2 cents	10	1 cent	5	1 cent	5
Liberia, via Brindisi	4 cents	20	2 cents	10	2 cents	10
Mauritius and Seychelles	.07 of rupee	15	.02 of rupee	5	.02 of rupee	5
Montserrat	1½ pence	15	½ penny	5	½ penny	5
Netherland East Indies	12½ cents	25	2½ cents	5	2½ cents	5
Netherland Gulana	12½ cents	25	2½ cents	5	2½ cents	5
Nevis	1½ pence	15	½ penny	5	½ penny	5
Newfoundland	3 cents	15	1 cent	5	1 cent	5
Nicaragua	5 centavos	25	1 centavo	5	1 centavo	5
Norway	5 öre	5				
Paraguay	5 centavos	25	1 centavo	5	1 centavo	5
Persia	2 shahis	10			2 shahis	10
Peru, via San Francisco	5 centavos	25	1 centavo	5	1 centavo	5
Peru, via Panama	6 centavos	30	2 centavos	10	2 centavos	10
Portuguese Colonies	50 reis	25	10 reis	5	10 reis	5
Salvador, via Panama	6 centavos	30	1 centavo	5	2 centavos	10
Salvador, via other routes	5 centavos	25	1 centavo	5	1 centavo	5
San Domingo	5 centavos	25	1 centavo	5	1 centavo	5
Sierra Leone	1½ pence	15	½ penny	5	½ penny	5
St. Lucia	1½ pence	15	½ penny	5	½ penny	5
Straits Settlements	3 cents	15	1 cent	5	1 cent	5
Straits Settlements, via Brindisi	7 cents	35	2 cents	10	3 cents	15
Tobago	1½ pence	15	½ penny	5	½ penny	5
Trinidad	1½ pence	15	½ penny	5	½ penny	5
Turk's Island	1½ pence	15	½ penny	5	½ penny	5
Uruguay	5 centavos	25	1 centavo	5	1 centavo	5
Venezuela	0.25 of a Bolivar	25	0.05 of a Bolivar	5	0.05 of a Bolivar	5
Virgin Isles	1½ pence	15	½ penny	5	½ penny	5

*If liable to the sea-transit rate of 15 francs, and 1 franc, respectively.
†One anna on each newspaper of 4 ounces weight or less.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

AMENDED ARTICLE

TO REPLACE

ARTICLE 2 OF THE ADDITIONAL ARTICLES OF AGREEMENT OF ^{APRIL 25,}
^{MAY 3,} 1881,

BETWEEN

THE UNITED STATES OF AMERICA AND THE DOMINION OF CANADA.

In order to effectively protect the postal revenues of the United States from the evasive practices of persons or firms who seek to elude the postal laws and regulations of the United States by posting their publications in Canada, the undersigned, duly authorized by their respective governments, have agreed to replace Article 2 of the Additional Articles of Agreement of ^{April 25,}
^{May 3,} by the following

ARTICLE.

When newspapers, periodicals, and other printed matter, published or originating in the United States, or purporting to be published in the United States, or circulated on behalf of a person or firm doing business in the United States, are posted in Canada for destinations in the United States, apparently to evade the postage rates or regulations applicable to such matter in the United States, the Canada Post Office may require prepayment of the same to be made at a rate equivalent to the domestic postage chargeable thereon by the laws of the United States.

The present article takes effect immediately.

In witness whereof the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals at the date set opposite to each respectively.

[SEAL.]

TIMOTHY O. HOWE,

Postmaster General of the United States.

WASHINGTON, *February 16th*, 1882.

[SEAL.]

JOHN O'CONNER,

Postmaster General of Canada.

OTTAWA, *10th Feb'y*, 1882.

I hereby approve the foregoing Amended Article, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDERICK T. FREELINGHUYSEN,

Secretary of State.

WASHINGTON, *February 16th*, 1882.

AGREEMENT

BETWEEN

THE UNITED STATES AND BELGIUM

FOR

INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDIZE EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.

Signed at Washington, February 7th, 1882.

The Post-Office Department of the United States and the Postal Administration of Belgium, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union, concluded in Paris on the 1st June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows: The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Belgium on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June, 1878, under the express reservation that such limits shall not exceed the following: viz:

In weight, 350 grammes.

In { 30 centimetres, length.
dimen- { 20 centimetres, breadth.
sions, { 10 centimetres, depth.

The present Agreement shall take effect on the first day of April, 1882.

In witness whereof they have

L'office Général des Postes des Etats Unis et l'Administration des Postes de la Belgique, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1^{er} Juin, 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs sont convenus de ce qui suit: Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste entre la Belgique d'une part, et les Etats Unis d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1^{er} Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour { 30 centimètres, en longueur.
les { 20 centimètres, en largeur.
dimen- { 10 centimètres, en épais-
sions, { seur.

Le présent arrangement sera exécutoire à partir du premier Avril, 1882.

En foi de quoi ils ont signé le

signed the present Agreement, and
affixed their respective seals.
Done in Duplicate at Washington
the 7th of February, 1882.

[SEAL.] TIMOTHY O. HOWE,
 Postmaster-General of the United States.
[SEAL.] TH^{RE} DE BOUNDER DE MELSBROECK,
 *Envoyé Extraordinaire et Ministre Plénipotentiaire
de S. M. le Roi des Belges.*

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.] CHESTER A. ARTHUR.

By the President:

FRED'K T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *February* 7, 1882.

A G R E E M E N T

BETWEEN

THE UNITED STATES AND SWITZERLAND

FOR

INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDIZE EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.

The Post Office Department of the United States and the Postal Administration of Switzerland, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union concluded in Paris on the 1st June 1878, the undersigned, duly authorized by their respective governments,

Have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Switzerland on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June 1878, under the express reservation that such limits shall not exceed the following:

In weight, 350 grammes.

In dimensions, $\left\{ \begin{array}{l} 30 \text{ centimetres,} \\ \text{length.} \\ 20 \text{ centimetres,} \\ \text{breadth.} \\ 10 \text{ centimetres,} \\ \text{depth.} \end{array} \right.$

The present agreement shall take effect on the first day of October,

L'Office Général des Postes des États Unis et l'Administration des Postes de la Suisse, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1^{er} Juin 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs,

Sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste, entre la Suisse d'une part, et les États Unis d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1^{er} Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour les dimensions, $\left\{ \begin{array}{l} 30 \text{ centimètres, lon-} \\ \text{gueur.} \\ 20 \text{ centimètres, lar-} \\ \text{geur.} \\ 10 \text{ centimètres, en} \\ \text{épaisseur.} \end{array} \right.$

Le présent arrangement sera exécutoire à partir du premier Octo-

1882, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present agreement.

Done in Duplicate at Berne on the 31st August, 1882, and at Washington on the 19th September, 1882.

[SEAL.] A. D. HAZEN,
Acting Postmaster General.

bre, 1882, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent arrangement.

Fait en double expédition à Berne le 31 Août 1882, et à Washington le 19 Septembre, 1882.

Par autorization supérieure, le
Directeur Général des Postes
Suisse,

E. C. HÖHN.

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.] CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *Sept.* 19, 1882.



REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR 1882.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., October 18, 1882.

SIR: I have the honor to submit report on the work of the topographer's office during the past year (ending September 30, 1882), with estimate of appropriation required for the fiscal year ending June 30, 1884, for the general expenses of this office.

Previous to the past year this estimate has been made annually for a specific total amount, to include the salaries of the employés of this office, together with the miscellaneous expenses in "the preparation and publication of post-route maps," but, it having been thought better to depart from this special presentation, and to group these employés along with the regular personal force of the department, that plan was adopted last year and is now followed, the miscellaneous expenses of the office being provided for by an item of the contingent expenses of the Post-Office Department.

During this past year the regular duty of "keeping up," with all the successive changes, the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several bureaus, and the furnishing the geographical data for the different branches of the department, has been accomplished to the full capacity of the force allowed and employed.

For the continuous (daily) use of the officers and corresponding clerks of the contract office, 142 maps or diagrams have been "kept up," showing the changes in the service at least once a month. There are also kept up, under the same conditions, two sets (50 maps) for use in the appointment office, and three sets (69 maps) for the offices of the Postmaster-General, general superintendent of railway mail service, and topographer. In addition to this constant and indispensable assistance for these offices, there have been brought up, at longer intervals than a month, 184 maps for use in the under-named offices: Finance, money-order, post-office inspectors, dead-letter, Assistant Attorney-General for Post-Office Department, and for the office of the Sixth Auditor of the Treasury Department (located in Post-Office Department building).

In procuring data for the original construction and additions to the post-route maps, 324 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads for transference to our maps. With the same view, 4,240 circular queries have been sent to postmasters to get the locations of their post-offices, where inadequately furnished by the data presented to and reported from the appointment office, or to get more precise definition of sites and adjacent topography.

The miscellaneous correspondence, exclusive of the above circulars, consisted of 2,980 letters written by the topographer on matters appro-

priate to his work. The number of letters received, exclusive of these returned circular queries, was 3,119.

Eight thousand two hundred and fifty sheets of post-route maps, colored (with few exceptions), to exhibit the post-offices and the frequency of service on the several post-routes, have been distributed during the year. Of these, a large proportion has been, as in former years, sent to the larger post-offices in the several States and Territories, either for the first time or to replace (by new editions) those hitherto supplied but rendered obsolete by the great additions to and changes in the service. The largest distribution has been to the officers, clerks, and other agents of the railway mail service, the maps (with the latest information carefully transcribed) being furnished on requisitions from the general superintendent and division superintendents for their office use, and for distribution to employes in that special service. But it being impracticable, for various reasons, to furnish every one employed in the railway mail service with a copy of these elaborate (and constantly changing) maps, the attempt has been made during the past year to construct a series of smaller single sheet diagrams to show the railroad system of a State, with the more important side connections ("star route"). Diagrams of seven States have been thus made and a large number of copies placed at the disposal of the general superintendent of railway mail service; and from the satisfaction expressed from their use it may be advisable to extend this construction for other States. For post-office inspectors, whose duties require much traveling, many copies of the various maps have been specially prepared in portable form, showing, as closely as possible, the existing state of the service.

Thirty-seven per cent. of all the post-route maps distributed in various quarters from this (topographer's) office have been backed with muslin, mounted on rollers, or bound for portable use. A detailed statement of this distribution of maps during the past year is appended (marked A), with a side comparison with the numbers for the two preceding years.

The department has continued to furnish, when available, occasional copies of the post-route maps to the other governmental bureaus; their large scale, clearness of matter without superfluity of detail, rendering them acceptable for reference and for special exhibition and demarcation of district divisions, &c. Maps have been sent during the past year, in compliance with request, to the following:

- Treasury Department, Bureau of Statistics;
- Treasury Department, United States Coast and Geodetic Survey Office;
- War Department, Office of the Secretary;
- War Department, Office of the Chief Engineer, United States Army;
- War Department, Office of the Paymaster-General, United States Army;
- War Department, Signal Office, United States Army;
- Department of the Interior, General Land Office;
- Department of the Interior, Pension Office;
- Department of the Interior, Office of Auditor of Railroad Accounts;
- Department of the Interior, Census Office;
- Department of the Interior, United States Geological Survey Office;
- Department of Agriculture;
- National Board of Health.

It may be deemed proper that I should notice herein that the contribution in maps and books from the Post-Office Department of the United States to the exhibit at the International Congress of Geography, meeting at Venice, Italy, in September of last year, has been recognized by

the award of a "Letter of Distinction"—the highest class of awards conferred.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service and in the adjustment of telegraphic rates for government messages, made a duty of the topographer of this department, have been, as usual, promptly answered. For this 192 letters have been answered, covering 412 queries. That number of queries is but small compared with those of some years back, but their reference to this office is necessitated by the absence of any authoritative table of distances. There are great practical difficulties in the compilation of an extended and correct table, still such a publication is a desideratum, the "Distance Tables" of this department, issued in 1873, having been long obsolete. In view of the great labor that would attend such a compilation, suggestions have at various times been made for a joint effort by the governmental departments most interested in this matter.

During the past year the preparation and publication—with successive editions to keep pace with the incessant progress of the postal service—of the series of post-route maps have been continued, under my supervision. New editions have been issued of all the maps hitherto prepared (26 in number, covered by 65 sheets). Successive editions, at short intervals of three or four months, have been and always will be required to show the numerous additions and changes of post-offices, and the course and frequency of service on the several post-routes.

New maps (photolithographed to supersede former provisional copies) have been completed of New Mexico and Arizona, of Utah, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates have been completed of Virginia and West Virginia. A new map (photolithographed) has been produced of the Mississippi River, showing the river and side-connecting service between Saint Louis and the mouth. There still remain under construction, at such opportunities as the draughtsmen can command, drawings for new maps of Florida, of North Carolina and South Carolina, and of California and Nevada.

It is to be noted that the greater part of the time of the employés of this office is absorbed in making the incessant additions and alterations to the maps *by hand*, particularly for those required for the daily use of the officers and clerks of the department headquarters, who must have the latest information graphically presented, to be used along with their books and papers of record. These requirements necessarily limit the number of copies of the maps available for outside issue.

The *personnel* of this office now consists of—

The topographer.

8 draughtsmen (1 acting as principal assistant, and 1 specially for lithographic work).

2 corresponding clerks.

20 map-colorists and copyists (ladies).

2 map-mounters.

1 messenger.

2 watchmen (day and night, for building occupied for office).

These will be found graded in the general appropriation bill (legislative, executive, and judicial) for the existing fiscal year, but in the estimate for next fiscal year, which I have the honor to present for your consideration, I would respectfully submit that one additional draughtsman (clerk of second class) and one additional messenger (at \$720) be added.

The present force of draughtsmen is not able to keep up with the con-

stant and urgent and ever-increasing calls for the bringing-up of the maps used daily throughout the department headquarters, and I have been obliged to detail Mr. W. B. Todd, hitherto acting so efficiently as corresponding clerk and general aid, for duty as a draughtsman in charge of one of the groups of States. The additional messenger is almost a necessity for the proper transmission throughout the office of the endless number of specific orders coming up at every moment of the day. The above, it is submitted, is but a reasonable increase of the force for these duties.

I take pleasure in testifying to the general faithful and steady work of the employés of this office, particularly mentioning the efficient help I have had from the principal assistant, Mr. Charles E. Gorham, and from the two corresponding clerks, Mr. W. B. Todd and Miss R. Howard, and, latterly, Mrs. I. H. Sykes.

Very respectfully, your obedient servant,

W. L. NICHOLSON,
Topographer Post-Office Department.

Hon. T. O. HOWE,
Postmaster-General.

A.—Detailed statement of distribution of post-route maps during the year ending September 30, 1882.

	During year ending September 30, 1882.	During year ending September 30, 1881.	During year ending September 30, 1880.
Maps furnished (number of sheets):			
To officers and clerks of the Post-Office Department at Washington.....	912	969	908
To postmasters.....	1, 043	999	914
To railway mail service (besides special tracings and diagrams).....	1, 571	2, 042	1, 542
To post-office inspectors.....	280	185	168
To officers of other governmental departments of the United States.....	962	667	1, 239
To Senators and Members of House of Representatives.....	1, 140	903	667
To committees of Congress.....	154	100	160
To miscellaneous: including educational and scientific institutions, libraries, and geographical publishers.....	924	523	2, 216
To State authorities and State libraries.....	121	223	195
To foreign governments.....	57	209	33
Number of sheets sold during year.....	1, 106	1, 239	873
Total.....	8, 250	7, 979	8, 915

B.—Condensed statement of a portion of the operations of the Topographer's Office, Post-Office Department, during the year ending September 30, 1882.

Number of maps and diagrams "kept up" in detail:	
For daily use of the contract office.....	142
For daily use of the appointment office.....	50
For daily use in office of Postmaster-General, general superintendent railway mail service, and in topographer's office.....	69
"Kept up" (with less close entering) for use of the finance, money-order, post-office inspectors', dead-letter, Assistant Attorney-General for Post-Office Department, and Sixth Auditor's offices.....	184
Total of maps required to be kept up for changes and additions to post-offices and service.....	445
Sheets of post-route maps distributed.....	8, 250

Of these 37 per cent. were backed and mounted on rollers, or bound (in folio or 8vo).

Letters sent:

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions).....	324
Circular queries for locations sent to postmasters	4,240
Certificates of post-route distances (letters, 42; telegrams, 150)	192
Miscellaneous letters	2,980
	<hr/>
	7,736
	<hr/>

Letters received:

Answers from postmasters to location queries	3,252
Requests for certificates of post-route distances	192
Miscellaneous letters (including returns from railroad officers).....	2,927
	<hr/>
	6,371
	<hr/>

Establishments and changes in post-offices:

Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen, &c. (averaging 107 cases weekly)	5,574
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Reports of changes in service received:

Monthly reports from corresponding clerks of contract office, taken direct from books of record.....	180
Daily reports (printed bulletins)	304

All these items have been promptly transferred to working maps, sample-sheets for colorists, and to correction-sheets for engraving and lithographing.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1882.

REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 31, 1882.

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1882.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Fiscal year 1882:

The revenue of the department for the fiscal year ended June 30, 1882, was	\$41, 876, 410 15
The expenditure for the service of the year was	40, 039, 634 75
Excess of receipts	1, 836, 775 40
Amount of balances due by postmasters charged to "bad debts" and "compromise" accounts	\$143, 282 88
Amount of balances due postmasters, to credit of "suspense" account	2, 817 53
	<u>140, 465 35</u>
Balance available for service of 1882	<u>1, 696, 310 05</u>

Fiscal year 1881:

The balance available for the service of 1881 at the close of the last annual report was	518, 870 65
The amount paid during the last fiscal year was	399, 314 58
Balance available for the service of 1881	<u>119, 556 07</u>

Fiscal year 1880:

The balance available for the service of 1880 at the close of the last annual report was	448, 453 93
The amount paid during the last fiscal year was	42, 032 76
Balance unexpended for 1880	<u>406, 421 17</u>

Fiscal year 1879 and previous years:

The amount placed with the Treasurer, under the act approved August 8, 1882 (Public, No. 205, pages 27 and 30), was	6, 595 12
The amount paid to September 30, 1882, was	1, 039 14
Balance available on this account	<u>5, 555 98</u>

SUMMARY OF REVENUES AND EXPENDITURES.

Revenue of 1882	\$41, 876, 410 15
Grants from the Treasury, 1879 and previous years (claims)	6, 595 12
Total receipts	<u>41, 883, 005 27</u>
	545

Expenditures for 1882	\$40,039,634 75
Expenditures for 1881	399,314 58
Expenditures for 1880	42,032 76
Expenditures for 1879 and previous years	1,039 14
Total expenditures	<u>\$40,482,021 23</u>
Net amount charged to "bad debts" and "compromise" accounts during the year, less credits by "suspense"	1,400,984 04
Excess of receipts	<u>140,465 35</u>
	1,260,518 69

Of the amount charged to "bad debt" and "compromise" accounts, \$133,672.84 is the sum of uncollectable balances of accounts found open from 1789 to 1856, the ledgers having been reviewed for that period.

The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1881, was	\$3,979,814 46
Excess of receipts during last fiscal year	<u>1,260,518 69</u>
Balance to the credit of the revenue account at the close of the fiscal year ended June 30, 1882	5,240,333 15
Due by late postmasters { accounts in suit	\$245,202 83
{ accounts not in suit	225,828 60
	<u>471,031 43</u>
	4,769,301 72

DEFICIENCY ACCOUNT.

The amount appropriated from the general Treasury to supply deficiencies in the revenue of the Post-Office Department for the fiscal year ended June 30, 1882, was	\$2,152,258 00
The amount remaining undrawn, there having been no deficiency, is	<u>2,152,258 00</u>

POSTMASTERS' QUARTERLY ACCOUNTS-CURRENT.

The net revenues of the department from postages, being the aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended September 30, 1881	\$6,199,870 23
For the quarter ended December 31, 1881	7,236,620 49
For the quarter ended March 31, 1882	7,480,798 28
For the quarter ended June 30, 1882	<u>6,872,633 57</u>
Total	27,789,922 57

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

For the quarter ended September 30, 1881	44,502
For the quarter ended December 31, 1881	44,808
For the quarter ended March 31, 1882	44,979
For the quarter ended June 30, 1882	<u>45,285</u>
Total	179,574

STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was:

For the quarter ended September 30, 1881	\$9,040,588 29
For the quarter ended December 31, 1881	10,179,991 18
For the quarter ended March 31, 1882	10,486,540 42
For the quarter ended June 30, 1882	<u>9,996,237 11</u>
Total	39,703,357 00

The amount of official stamps furnished the different departments, included in the above amount of stamps sold, was:

For the State Department	\$2, 040 00	
For the War Department	139, 935 98	
For the Interior Department	21, 997 00	
For the Department of Agriculture	1, 501 50	
For the Navy Department	680 00	
Total official stamps		\$166, 15 48
Total ordinary stamps sold		38, 537, 202 52

LETTER POSTAGES.

The amount of postage paid in money was		\$97, 585 32
Included in the above amount are the following sums paid by foreign countries in the settlement of their accounts:		
Kingdom of Great Britain and Ireland	\$14, 779 44	
Dominion of Canada	12, 756 46	
Republic of Mexico	2, 645 85	
Empire of Japan	4, 039 17	
Kingdom of Spain	1, 936 89	
Colony of New South Wales	740 25	
Kingdom of Norway	101 90	
Empire of Austria	40 34	
Republic of Switzerland	39 18	
Colony of Queensland	53 56	
Postal administration of Hong-Kong, China	99 91	
Administration of Straits Settlements, East Indies	12 75	
		37, 245 70
Balance collected by postmasters		60, 339 62

The following balances were paid and charged to the appropriations for—

BALANCES DUE FOREIGN COUNTRIES.

Service of 1882:		
Empire of Germany	\$4, 444 62	
Kingdom of Belgium	8, 829 49	
Republic of France	2, 242 35	
Kingdom of Denmark	2, 662 49	
Kingdom of Roumania	152 65	
Kingdom of Sweden	638 10	
Kingdom of Italy	2, 093 14	
International Bureau—Postal Union	670 50	
Total, 1882		\$21, 733 34
Service of previous years:		
Empire of Germany	\$4, 444 62	
Kingdom of Belgium	8, 829 49	
Republic of France	2, 242 35	
Kingdom of Denmark	2, 662 49	
Kingdom of Roumania	152 65	
Kingdom of Sweden	638 10	
Kingdom of Italy	2, 093 14	
Colony of St. Thomas, W. I.	809 04	
Colony of the Bahamas	61 07	
Total for previous years		21, 932 95
Aggregate amount paid		43, 666 29

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

For the regular supply of mail routes	\$19, 729, 246 84
For the supply of "special" offices	42, 939 24
For the supply of "mail messenger" offices	724, 714 69

For the salaries of postal railway clerks, route agents, local mail agents, and mail-route messengers	3, 235, 907 95
For the salaries and expenses of the superintendents of the railway mail service	44, 208 11
Total	23, 777, 016 83

FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain	\$191, 654 94
New York, Great Britain and Ireland, and Germany, and countries beyond	62, 576 53
Philadelphia, Great Britain and Ireland	3, 233 16
Boston, Great Britain and Ireland	840 90
Post-Office Department of Canada, English mail	408 77
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c	30, 596 20
New York and Newfoundland	21 54
Boston and Nova Scotia	65 36
Baltimore and Bremen	28 69
Upper Pacific coast, local mail	727 06
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands	16, 537 38
Expenses of government mail agent at Aspinwall	705 00
Expenses of government mail agent at Panama	1, 125 00
Expenses of government mail agent at Shanghai, China	1, 043 61
Total	309, 564 14
Total	24, 086, 580 97
The amount credited to transportation accrued and charged to mail contractors for over-credits, being for "fines and deductions," was	222, 115 65
Net amount of transportation accrued	23, 864, 465 32
The amount paid during the year was	22, 766, 887 10
Excess of transportation accrued	1, 097, 578 22

PACIFIC RAILROAD ACCOUNT.

Included in the above amount of transportation accrued are the following balances accrued for the transportation of the mails over Pacific railroads, certified to the Register of the Treasury under instructions of the Secretary, dated May 19, 1879, and August 28, 1880. The items are not charged as expenditures of the Post-Office Department (see Statutes, vol. 20, page 420):

Regular service, 1882:	
Union Pacific Railway Company	\$569, 399 69
Central Pacific Railroad Company	463, 856 48
Sioux City and Pacific Railroad Company	22, 433 41
	\$1, 055, 689 58
Use of postal cars, 1882:	
Union Pacific Railway Company	68, 716 03
Central Pacific Railroad Company	53, 768 44
	122, 484 47
Total certified for service of 1882	1, 178, 174 05
Regular service of previous years:	
Central Pacific Railroad Company	36, 000 60
Sioux City and Pacific Railroad Company	10 72
Total certified for service of previous years	36, 011 32
Aggregate amount certified during the fiscal year	1, 214, 185 37

STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report	\$510, 690 91
Balance due the United States on account of postmasters becoming late during the fiscal year	378, 887 84
	889, 578 75

Amount collected during the year.....	\$254, 070 83	
Amount charged to "suspense"	21, 193 61	
Amount charged to "bad and compromise debts"	143, 282 98	
		<u>\$418, 547 32</u>

Balance remaining due United States.....	471, 031 43	
Of which there is in suit	245, 202 83	
Not in suit.....	225, 828 60	
		<u>471, 031 43</u>

Balance due late postmasters brought forward from last re- port	86, 064 97	
Amount becoming due during the fiscal year	51, 941 27	
		138, 006 24
Amount paid during the year.....	66, 501 26	
Amount credited to "suspense"	24, 011 14	
		<u>90, 512 40</u>

Balance remaining due late postmasters.....	47, 493 84	
Amount in suit June 30, 1881	257, 306 06	
Amount submitted for suit during the fiscal year.....	1, 507 13	
		<u>258, 813 19</u>

Of which there was collected during the year.....	6, 419 53	
Amount otherwise settled	7, 190 83	
		<u>13, 610 36</u>

Balance remaining in suit.....	245, 202 83	
Amount of costs and interest collected in suit.....	1, 211 00	

Statement of the net revenue derived from the domestic money-order transactions for the year ended June 30, 1882, and of the international money-order transactions for the year ended June 30, 1881.

Revenue accrued on domestic money-order transactions, 1882	\$280, 341 17
Revenue accrued on international money-order trans- actions:	
Revenue accrued on Canadian transactions for 1881	\$7, 776 31
Revenue accrued on British transactions for 1881	41, 666 79
Revenue accrued on German transactions for 1881	18, 908 10
Revenue accrued on Swiss transactions for 1881	2, 442 33
Revenue accrued on Italian transactions for 1881	8, 469 25
Revenue accrued on French transactions for 1881.....	1, 163 40

Total international	80, 426 18
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Total net revenue paid to postal account	360, 767 35
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The following tables, numbered from 1 to 19, inclusive, exhibit more in detail the financial transactions of the department for the fiscal year:

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1882.*

Accounts.	Quarter end- ed Septem- ber 30, 1881.	Quarter end- ed Decem- ber 31, 1881.	Quarter end- ed March 31, 1882.	Quarter end- ed June 30, 1882.	Aggregate.
Letter postage	\$48, 218 82	\$20, 880 54	\$25, 669 37	\$2, 817 09	\$97, 585 32
Box-rents and branch of- fices.....	393, 527 16	403, 422 78	422, 145 81	433, 036 46	1, 652, 132 21
Fines and penalties	1, 040 37	5, 304 25	12, 472 12	1, 610 25	20, 426 99
Postage-stamps, stamped envelopes and wrappers, and postal cards.....	9, 040, 588 29	10, 179, 991 18	10, 486, 540 42	9, 996, 237 11	39, 703, 357 00
Dead letters	1, 423 90	3, 217 38	1, 229 99	1, 786 36	7, 657 63
Revenue from money-or- der business.....				360, 767 35	360, 767 35
Miscellaneous	5, 908 91	7, 584 77	8, 178 09	12, 811 88	34, 483 65
Total.....	9, 490, 706 95	10, 620, 400 90	10, 956, 235 80	10, 809, 066 50	41, 876, 410 15

Foreign mail transportation	52,927 68	81,235 94	74,572 30	68,515 18	278,351 00	28,063 88	308,414 88
Balances due foreign countries	19 61	16,018 14	3,453 24	2,242 35	21,733 34	21,862 05	43,606 29
Miscellaneous office of Second Assistant Postmaster-General	60 00	26 55	287 40	103 76	477 71	.....	477 71
Miscellaneous office of Third Assistant Postmaster-General	.....	145 59	112 22	34 50	292 22	.....	292 22
Refund to New Zealand and New South Wales	.....	.....	10,000 00	10,000 00	30,000 00	.....	30,000 00
Miscellaneous, money order building	10,000 00	.....	121 75	2,875 26	2,997 01	.....	2,997 01
Rent, money-order building	.....	.....	.....	1,999 98	1,999 98	.....	1,999 98
Furniture, money-order building	.....	.....	.....	5,252 18	5,252 18	.....	5,252 18
Totals	9,686,810 96	9,941,976 70	9,976,307 81	10,434,539 28	40,039,634 75	442,386 48	40,482,021 23

No. 3.—Statement of the postal receipts and expenditures

Number.	States and Territories.	Receipts.				
		Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
1	Maine.....	\$0 18	\$193 99	\$22, 609 25	\$599, 262 53	\$627, 065 95
2	New Hampshire.....	03	184 90	16, 950 91	342, 144 26	359, 280 10
3	Vermont.....	06	167 90	11, 813 62	312, 114 29	324, 095 87
4	Massachusetts.....	6, 254 17	1, 249 32	124, 007 87	2, 666, 568 23	2, 798, 069 59
5	Rhode Island.....	...	152 24	21, 798 92	294, 820 02	316, 771 18
6	Connecticut.....	63	837 85	45, 938 84	774, 237 36	820, 514 68
7	New York.....	43, 325 14	6, 781 58	186, 901 34	7, 376, 041 01	7, 612, 999 07
8	New Jersey.....	1 77	368 11	30, 716 73	817, 253 23	848, 339 84
9	Pennsylvania.....	8, 646 61	1, 507 07	105, 537 75	3, 684, 527 64	3, 800, 219 07
10	Delaware.....	18	24 09	1, 823 13	94, 911 07	96, 758 47
11	Maryland.....	1 82	124 22	11, 799 73	729, 629 85	741, 554 62
12	Virginia.....	3 89	156 67	13, 470 41	608, 531 10	622, 162 07
13	West Virginia.....	33	77 72	5, 591 36	219, 826 99	224, 996 40
14	North Carolina.....	7 40	68 08	10, 444 56	303, 561 83	314, 081 87
15	South Carolina.....	81	45 52	7, 689 45	246, 911 80	254, 647 58
16	Georgia.....	6 97	209 51	17, 492 29	491, 604 40	509, 313 17
17	Florida.....	...	31 38	6, 870 69	146, 400 79	153, 302 86
18	Ohio.....	9 85	2, 189 87	97, 802 72	2, 629, 765 54	2, 729, 717 48
19	Michigan.....	9 24	803 27	83, 743 54	1, 377, 185 50	1, 461, 751 55
20	Indiana.....	3 12	887 95	54, 128 99	1, 057, 516 08	1, 112, 536 14
21	Illinois.....	6 90	2, 912 73	128, 993 89	3, 360, 023 06	3, 491, 936 58
22	Wisconsin.....	6 25	448 96	57, 304 53	956, 557 83	1, 014, 317 57
23	Iowa.....	2 59	633 70	90, 108 26	1, 290, 913 16	1, 371, 657 71
24	Missouri.....	19 82	996 40	45, 208 81	1, 676, 793 42	1, 723, 018 45
25	Kentucky.....	2 75	518 67	20, 572 47	607, 616 88	628, 710 77
26	Tennessee.....	4 57	174 83	12, 819 03	479, 295 22	492, 293 65
27	Alabama.....	8 01	71 39	14, 191 83	299, 576 38	313, 847 61
28	Mississippi.....	1 08	56 69	14, 383 43	246, 117 89	260, 559 09
29	Arkansas.....	3 82	52 20	12, 110 75	226, 671 96	238, 838 73
30	Louisiana.....	06	128 69	18, 510 50	389, 494 51	408, 133 76
31	Texas.....	7 21	225 18	48, 363 70	745, 269 66	793, 865 75
32	California.....	3 85	474 28	66, 970 06	1, 068, 187 52	1, 135, 635 71
33	Oregon.....	1 70	62 66	12, 124 22	158, 960 15	171, 148 73
34	Minnesota.....	23 13	303 49	37, 503 48	721, 378 38	759, 208 48
35	Kansas.....	9 92	223 11	46, 611 68	689, 538 64	736, 383 35
36	Nebraska.....	35 61	92 44	24, 750 99	399, 198 51	424, 077 55
37	Nevada.....	58	15 25	11, 044 00	73, 567 47	84, 627 30
38	Colorado.....	1 90	246 80	44, 206 13	438, 341 65	482, 796 48
39	Utah.....	1 08	63 24	8, 362 49	110, 132 80	118, 550 61
40	New Mexico.....	24	13 45	4, 748 50	72, 068 83	76, 851 02
41	Washington.....	3 21	6 34	5, 720 06	67, 814 48	73, 544 09
42	Dakota.....	1 88	30 59	13, 874 54	191, 727 59	205, 634 60
43	Arizona.....	...	30 10	5, 771 25	56, 335 44	62, 136 79
44	Idaho.....	1 66	22 92	2, 576 95	40, 239 30	42, 840 83
45	Wyoming.....	2 20	4 88	3, 672 35	41, 456 86	43, 136 29
46	Montana.....	2 00	50 47	11, 927 42	86, 878 75	98, 858 64
47	Alaska.....	...	...	...	337 84	337 84
48	District of Columbia.....	...	363 09	4, 719 58	253, 399 24	258, 481 91
49	Ind. Territory.....	73	60	608 55	23, 700 77	23, 700 65
Deduct miscellaneous items.....		58, 424 45	23, 683 89	1, 649, 891 55	39, 533, 317 21	41, 265, 317 10
Add miscellaneous items.....		39, 160 87	...	2, 240 66	170, 039 79	211, 441 32
		97, 585 32	23, 683 89	1, 652, 132 21	39, 703, 357 00	41, 476, 758 42

of the United States for the fiscal year ended June 30, 1882.

Expenditures.										Excess of expenditures over receipts.	Excess of receipts over expenditures.	Number.
Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postal railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenditures.							
\$192,011 78	\$56,916 93	\$14,540 67	\$50,485 56	\$229,046 47	\$542,981 41					\$84,084 54	1	
128,327 39	22,688 78	7,772 36	22,352 80	105,191 03	286,332 36					72,947 74	2	
125,288 06	15,862 32	2,648 37	15,766 81	144,935 12	304,500 18					19,595 69	3	
384,805 00	349,217 58	246,092 60	289,794 09	447,571 22	1,717,481 49					1,080,588 10	4	
44,238 97	32,810 32	26,412 43	10,180 76	48,487 29	162,129 77					154,641 41	5	
189,976 00	77,005 92	35,244 69	53,457 51	262,920 17	618,604 29					201,910 39	6	
822,943 94	1,177,187 79	709,997 90	404,071 17	1,897,388 37	5,011,589 17					2,801,409 90	7	
204,707 22	54,193 20	74,179 39	35,515 47	307,529 71	674,124 99					174,214 85	8	
689,200 73	400,982 14	371,765 34	312,376 47	1,009,504 84	2,782,779 52					1,017,439 55	9	
26,811 07	6,537 58	8,562 53	8,243 41	27,943 92	77,508 51					19,159 06	10	
104,541 50	92,660 09	76,861 12	57,323 92	412,316 60	743,703 22				2,148 60		11	
197,539 47	51,282 30	24,640 05	64,497 29	596,937 02	984,896 88				312,734 81		12	
82,708 13	14,463 68	6,663 43	17,397 23	121,799 23	243,026 70				18,030 30		13	
126,455 73	19,640 37		29,245 79	274,438 35	449,780 24				135,698 37		14	
83,606 72	13,730 10	7,160 64	42,286 25	212,521 52	359,305 23				104,657 65		15	
143,690 52	48,203 72	20,664 05	94,448 45	411,251 90	718,258 64				208,945 47		16	
58,317 42	10,580 81		18,562 83	177,065 81	264,476 87				111,174 01		17	
557,722 21	256,192 00	162,755 60	559,896 67	1,433,645 41	2,970,211 89				240,491 41		18	
406,906 36	97,065 15	45,237 54	116,926 84	454,321 83	1,121,077 72					340,673 83	19	
338,966 06	95,913 98	55,984 96	116,611 01	501,863 64	1,109,169 65					3,906 49	20	
624,296 18	439,652 69	211,772 89	394,405 97	1,157,500 30	2,827,628 03					664,308 55	21	
295,907 51	80,761 75	30,148 04	68,095 77	402,520 72	877,438 79					136,883 78	22	
452,289 36	79,375 43	25,032 02	181,107 91	537,479 64	1,225,284 36					146,373 35	23	
318,220 52	192,352 10	143,764 41	242,998 08	933,656 52	1,880,991 63				107,973 18		24	
171,796 85	51,445 18	35,060 19	58,333 45	401,935 39	719,171 04				90,480 27		25	
186,187 04	48,293 60	20,678 68	76,175 06	280,468 51	511,752 89				19,459 24		26	
116,657 87	26,822 22	5,114 19	22,595 69	326,087 88	497,277 85				183,430 24		27	
114,836 96	14,905 18		17,585 11	207,414 90	354,742 15				94,183 06		28	
98,705 83	19,355 84	4,259 95	27,594 40	278,385 66	428,251 68				189,412 95		29	
77,375 06	58,752 98	44,834 64	28,471 48	274,078 64	483,512 80				75,379 04		30	
260,973 05	67,789 43	15,181 81	59,839 80	849,151 00	1,252,855 09				459,019 34		31	
236,374 08	141,228 97	74,064 18	85,762 15	1,106,557 61	1,643,986 99				508,351 28		32	
56,477 43	11,550 95	4,508 75	16,480 73	206,111 88	295,129 74				128,981 01		33	
203,337 53	58,833 88	26,274 94	76,552 67	371,713 44	736,712 46					22,496 02	34	
277,085 62	47,496 02	8,193 08	84,761 30	569,064 54	986,550 56				250,167 21		35	
148,691 42	29,419 95	8,937 49	73,808 81	670,021 67	925,679 34				501,801 79		36	
40,281 72	10,677 73		2,029 98	169,573 03	222,562 41				137,935 11		37	
122,087 99	57,784 17	13,516 90	37,915 74	430,776 55	662,031 35				179,234 87		38	
43,941 83	12,780 21		13,554 02	278,494 08	348,770 14				230,210 53		39	
30,786 35	3,457 57		16,840 93	94,183 54	145,268 39				68,417 37		40	
30,743 47	3,116 60		4,435 84	130,714 54	169,010 45				95,466 36		41	
84,643 62	11,625 69		9,936 41	160,081 08	266,286 80				60,652 20		42	
25,994 39	4,960 34		1,258 50	255,244 07	287,457 30				225,320 51		43	
21,480 30	1,684 50		1,224 22	160,164 36	184,553 38				141,712 55		44	
18,191 48	3,527 48		324 38	55,777 47	77,820 81				32,684 52		45	
38,242 44	7,783 90		62 93	186,325 66	232,414 93				138,556 29		46	
177 51					177 51					160 38	47	
4,465 79	130,077 55	48,477 99	183,463 84		316,485 17				58,003 26		48	
12,317 02	297 00		10 00	95,377 41	108,001 43				84,300 78		49	
8,964,006 50	4,509,343 65	2,617,574 56	4,003,044 95	19,615,489 54	39,710,059 20				5,184,996 58	6,740,254 48		
				105,208 59	70,066 42							
10,711 22	18,225 84	5,688 18	516 93							211,441 32		
8,975,317 72	4,527,569 49	2,623,263 74	4,003,561 88	19,510,280 95	39,639,992 78				5,114,980 16	6,951,695 80		

No. 3.—*Statement by States of the postal receipts and expenditures, &c.*—Continued.

Items of expenditure of a general nature not embraced above.

Amount paid for foreign mails and expenses of government agents....	\$306,414 38
Balances paid foreign countries.....	43,666 29
Ship, steamboat, and way letters.....	1,444 38
Wrapping-paper.....	19,993 59
Twine.....	52,754 64
Post-route maps.....	51,914 60
Advertising.....	23,282 74
Mail bags and catchers.....	146,006 67
Salary and expenses of assistant superintendents of the railway mail service.....	44,208 11
Mail locks and keys.....	105,120 97
Postmarking and canceling stamps.....	14,144 30
Mail depredations and post-office inspectors.....	167,579 56
Letter balances.....	10,000 00
Expenses of postage-stamps, stamped envelopes, wrappers and cards.....	894,134 94
Dead-letter, official, and registered-package envelopes.....	72,474 53
Sundry and miscellaneous payments.....	46,466 97
Total excess of receipts over expenditures.....	1,394,388 92
	<hr/> 3,333,995 59

Items of receipt of a general nature not embraced above.

Receipts on account of dead letters.....	\$7,657 63
Receipts on account of fines and penalties.....	20,426 99
Receipts on account of miscellaneous.....	10,799 76
Revenue from money-order business.....	360,767 35
Excess of receipts brought down....	1,836,765 64
Excess of transportation accrued....	1,097,578 22
	<hr/> 3,333,995 59

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1882.

Title of appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters.....	\$8,992,206 88	\$8,964,676 72	\$27,530 16	.....
Compensation of clerks for post-offices.....	3,050,000 00	3,908,396 60	41,603 40	.....
Compensation of letter-carriers and incidental expenses.....	2,625,000 00	2,623,262 74	1,737 26	.....
Wrapping-paper.....	25,000 00	19,993 59	5,006 41	.....
Twine.....	55,000 00	52,754 64	2,245 36	.....
Postmarking and canceling stamps.....	15,000 00	14,144 30	855 70	.....
Letter-balances.....	10,000 00	10,000 00	.....	.....
Rent, light, and fuel for post-offices.....	425,000 00	401,978 04	23,021 96	.....
Stationery.....	50,000 00	56,517 28	.....	\$6,517 28
Furniture for post-offices.....	20,000 00	20,716 64	.....	716 64
Miscellaneous, office of First Assistant Postmaster-General.....	90,000 00	68,594 76	21,405 24	.....
Inland mail transportation, railroad.....	10,608,282 00	10,286,085 00	322,197 00	.....
Inland mail transportation, special facilities, railroads.....	425,000 00	381,533 75	43,466 25	.....
Inland mail transportation, star.....	7,800,000 00	5,704,466 32	2,194,533 67	.....
Inland mail transportation, steamboat.....	925,000 00	563,504 76	361,495 24	.....
Transportation by postal-cars.....	1,426,000 00	1,303,407 30	122,592 70	.....
Compensation of railway post-office clerks.....	1,580,000 00	1,574,031 97	15,968 03	.....
Compensation of route-agents.....	1,320,000 00	1,321,961 57	.....	1,961 57
Compensation of mail-route messengers.....	200,000 00	189,380 09	10,619 94	.....
Compensation of local agents.....	150,000 00	149,228 74	771 26	.....
Compensation of mail-messengers.....	775,750 00	713,603 95	62,146 05	.....
Mail locks and keys.....	25,000 00	8,736 37	16,263 63	.....
Mail-bags and catchers.....	200,000 00	197,038 95	2,961 05	.....
Post-route maps.....	51,914 60	51,914 60	.....	.....
Mail depredations and post-office inspectors.....	175,000 00	166,551 25	8,448 75	.....
Postage-stamps.....	105,000 00	103,845 22	1,054 77	.....
Distribution of postage-stamps.....	8,100 00	7,051 46	1,048 54	.....
Stamped envelopes and newspaper wrappers.....	515,000 00	510,399 45	4,600 55	.....
Distribution of stamped envelopes and newspaper wrappers.....	16,000 00	14,711 20	1,288 80	.....
Postal cards.....	296,000 00	191,264 02	104,735 98	.....
Distribution of postal cards.....	7,300 00	6,755 19	544 81	.....
Registered, official, and dead-letter envelopes.....	120,000 00	72,474 53	47,525 47	.....
Ship, steamboat, and way letters.....	4,500 00	1,444 38	3,055 62	.....
Engraving, printing, and binding drafts and warrants.....	1,644 35	1,644 35	.....	.....
Advertising.....	35,000 00	35,254 54	.....	254 54
Miscellaneous, office of the Postmaster-General.....	2,000 00	1,107 05	892 95	.....
Foreign mail transportation.....	295,000 00	278,351 00	16,649 00	.....
Balances due foreign countries.....	45,090 00	21,733 34	23,266 66	.....
Miscellaneous, office of the Second Assistant Postmaster-General.....	1,000 00	477 71	522 29	.....
Miscellaneous, office of the Third Assistant Postmaster-General.....	1,000 00	292 22	707 78	.....
Refund to New Zealand and New South Wales.....	40,000 00	30,000 00	10,000 00	.....
Miscellaneous, money-order building.....	3,000 00	2,997 01	2 99	.....
Rent, money-order building.....	8,000 00	1,999 98	6,000 02	.....
Furniture, money-order building.....	10,000 00	5,252 18	4,747 82	.....
Totals.....	43,542,697 83	40,039,634 75	3,503,063 08	9,450 03

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
July 13	F. B. Conger, treasurer of the National Republican Printing Co.	For one year's subscription to paper from July 1, 1881, to June 30, 1882.	\$6 00
Aug. 10	John R. Van Wormer, chief clerk of the Post-Office Department.	For hotel bills and incidental expenses during August, 1881.	7 00
22	John R. Van Wormer, chief clerk of the Post-Office Department.	For railroad fares and hotel bills during August, 1881.	7 00
26	Frank B. Conger, treasurer of the National Republican Printing Co.	For subscription to paper from July 1 to August 20, 1881.	86
1882.			
Jan. 5	Frank B. Conger, treasurer of the National Republican Printing Co.	For subscription to paper from July 1 to August 20, 1881.	86
Mar. 9	John C. Parker	For subscription to the New York Tribune from July 1 to December 31, 1881.	7 50
July 10	New York Herald	For subscription to paper from February 11 to June 30, 1882.	4 00
10	W. F. Storey, proprietor of the Chicago Times.	For subscription to paper from January 1 to June 30, 1882.	6 30
10	Keppler & Schwarzman, proprietors of Puck.	For subscription to Puck from February 8 to June 28, 1882.	2 10
10	Wm. Penn Nixon, publisher of the Inter-Ocean.	For subscription to the Inter-Ocean from February 13 to June 30, 1882.	3 75
21	M. E. Mann	For copy of American Cyclopedia and Annual Cyclopedia.	126 00
21	Wm. W. Moore, treasurer of the Metropolitan Railroad Co.	For car tickets for use of the Post-Office Department.	100 00
24	Horace Rublee, editor of the Republican-Sentinel.	For subscription from January 1 to June 30, 1882.	5 60
Aug. 23	The Globe Printing Company, of Saint Louis, Mo.	For subscription to Globe-Democrat from February 15 to June 30, 1882.	4 50
26	Rand, McNally & Co.	For Atlas of the World, June 30, 1882.	30 00
Total paid by warrant.			\$311 07

AMOUNTS CREDITED ON GENERAL ACCOUNT.

1881.			
Dec. 24	J. O. P. Burnside, disbursing clerk, Post-Office Department.	Advanced and certified by the Postmaster-General, under date of June 13 and June 25, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers."	\$560 00
24	J. O. P. Burnside, disbursing clerk, Post-Office Department.	Advanced and certified by the Postmaster-General, under date of July and August, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers."	563 00
Nov. 1	J. R. Van Wormer, chief clerk, Post-Office Department.	For amount expended while traveling on official business, by order of the Postmaster-General.	219 48
1882.			
Jan. 13	J. R. Van Wormer, chief clerk, Post-Office Department.	For amount expended while traveling on official business, by order of the Postmaster-General.	13 50
Total			\$1,355 98

RECAPITULATION.

Total paid by warrant.	\$311 07
Total credited on general account.	1,355 98
Total "Miscellaneous, Postmaster-General"	\$1,667 05

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
Aug. 3	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during July, 1881.	\$14 10
10	H. J. McKusick, superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1881.	21 55
20	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1881.	32 93
Sept. 1	R. C. Jackson, superintendent railway mail service.	For telegrams and hotel expenses during July, 1881.	154 99
1	L. M. Terrell, superintendent railway mail service.	For telegrams, railroad fares, and hotel bills during July, 1881.	79 68
15	R. C. Jackson, superintendent railway mail service.	For telegrams, hotel bills, and other expenses during August, 1881.	57 66
15	H. J. McKusick, superintendent railway mail service.	For telegrams and miscellaneous expenses during August, 1881.	61 01
15	L. M. Terrell, superintendent railway mail service.	For telegrams and miscellaneous expenses during August, 1881.	73 92
15	M. V. Bailey, superintendent railway mail service.	For railroad and steamboat fares and hotel bills during August, 1881.	90 03
17	W. G. Lovell, superintendent railway mail service.	For telegrams, hotel bills, and other expenses during August, 1881.	97 85
27	W. B. Thompson, general superintendent railway mail service.	For railroad and hotel fares during July, 1881.	20 85
27	W. B. Thompson, general superintendent railway mail service.	For railroad and hotel fares during August, 1881.	17 00
28	C. J. French, superintendent railway mail service.	For railroad fares, telegrams, and hotel bills during August, 1881.	109 71
28	James E. White, superintendent railway mail service.	For telegrams, hotel fares, and miscellaneous expenses during August, 1881.	68 35
30	T. P. Cheney, superintendent railway mail service.	For printing time-cards and for telegrams during July, 1881.	28 82
30	T. P. Cheney, superintendent railway mail service.	For railroad fares, telegrams, and hotel bills during August, 1881.	54 38
Oct. 12	The National Capital Telephone Company.	For rent of telephone for the quarter ended September 30, 1881.	81 25
15	James E. White, superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during June, 1881.	12 61
Dec. 19	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares, hotel bills, &c., during October, 1881.	46 70
1882.			
Feb. 12	O. H. Irish, Chief Bureau Engraving and Printing.	For altering dies, printing, numbering, and binding 125 inspectors' commissions.	125 00
18	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares during February, 1882.	8 25
Mar. 27	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares during March, 1882.	15 25
Apr. 28	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during April, 1882.	16 50
May 16	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares and telegrams during May, 1882.	17 10
June 5	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares and miscellaneous expenses during May, 1882.	16 00
26	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For hotel fares and railroad expenses during June, 1882.	6 25
Total paid by warrant.....			1,329 74

AMOUNTS PAID BY DRAFT.

1881.			
Aug. 10	M. V. Bailey, superintendent railway mail service.	For hotel fares, printing schedules, and telegrams during July, 1881.	\$67 57
13	Willard G. Lovell, superintendent railway mail service.	For telegrams, railroad fares, and hotel bills during July, 1881.	99 60
Total paid by draft			167 17

REPORT OF THE POSTMASTER-GENERAL.

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1882.			
Mar. 23	Thomas L. James, postmaster at New York.	For amount paid for trucks in first quarter, 1880.	\$150 00
Oct. 21	Samuel Hays, postmaster at Saint Louis, Mo.	For rent of telephone in third quarter, 1881.	20 00
Nov. 12	E. E. Wise, postmaster at Warren, Ohio.	For amount of freight on safe, second quarter, 1881.	23 50
19	C. E. Carr, postmaster at Galesburgh, Ill.	For rent of telephone and carpenters' work, second quarter, 1871.	35 95
Dec. 16	J. H. Manley, postmaster at Augusta, Mo.	For miscellaneous expenses, third quarter, 1881.	138 20
Jan. 17	W. N. Byers, postmaster at Denver, Colo.	For rent of telephone, third quarter, 1881...	13 50
Feb. 2	John F. Clum, postmaster at Tombstone, Ariz.	For amount allowed for hauling, second quarter, 1881.	40 00
16	Samuel Hays, postmaster at Saint Louis, Mo.	For rent of telephone for fourth quarter, 1881.	22 50
Mar. 20	S. M. Yost, postmaster at Staunton, Va.	For water-rent, oil, and moving post-office fixtures, fourth quarter, 1879.	14 40
20	S. M. Yost, postmaster at Staunton, Va.	For gas-fittings, water-rent, &c., third and fourth quarters, 1880, and second quarter, 1881.	14 51
28	W. N. Byers, postmaster at Denver, Colo.	For rent of telephone during fourth quarter, 1881.	13 50
June 6	S. M. Yost, postmaster at Staunton, Va.	For work and materials in moving post-office, second quarter, 1880.	71 00
12	James T. Pritchard, postmaster at Fredericksburgh, Va.	For repairs to safe during first quarter, 1882.	5 00
27	E. E. Wise, postmaster at Warren, Ohio.	For horse and buggy hire in first quarter, 1882.	2 00
Aug. 1	H. G. Pearson, postmaster at New York, N. Y.	For amount of attorney's fees in suit against postmaster at New York.	23 74
16	Thomas F. Hall, postmaster at Omaha, Nebr.	For printing letter slips and heads, second quarter, 1882.	21 50
Sept. 21	F. Lowry, postmaster at Dayton, Ohio.	For amount for repairing closet, first quarter, 1881.	3 14
22	Lewis McKenzie, postmaster at Alexandria, Va.	For amount paid for ice, second quarter, 1881.	10 00
30	J. K. Dawes, postmaster at Easton, Pa.	For amount expended in cleaning office, second quarter, 1882.	21 12
Total			643 56

RECAPITULATION.

Amount allowed to the postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as office repairs, gas-fixtures, telegrams, &c.:

Third quarter, 1881	\$15,312 14
Fourth quarter, 1881	15,727 85
First quarter, 1882	14,711 73
Second quarter, 1882	21,006 54
Total	66,758 26
Amount paid by warrant	\$1,329 74
Amount paid by draft	167 17
Amount allowed postmasters and others, credited on general accounts	643 56
Total	2,140 47
Total	68,898 73
Deduct amount of counter-entries	4 00
Amount actually paid and charged to "Miscellaneous, First Assistant Postmaster-General"	68,894 73

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Second Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
Aug. 16	Isaac C. Slater, superintendent rail-way adjustments.	For personal expenses incurred under order of the Postmaster-General of July 19, 1881.	\$60 00
Oct. 10	Isaac C. Slater, superintendent rail-way adjustments.	For railroad fares and hotel bills during October, 1881.	4 05
Dec. 3	John C. Parker	For subscription to New York Tribune from July 1 to December 31, 1881.	12 50
1882.			
Jan. 10	H. K. Johnson	For railroad fares and hotel bills during January, 1882.	17 90
13	O. H. Irish, Chief of Bureau of En-graving and Printing.	For making brass seal for marking propo-sals, December, 1881.	10 00
20	Thomas Sisole	For seven (7) days' services on treading printing-press, January, 1882.	14 00
20	James I. Miles	For seven (7) days' services on treading printing-press, January, 1882.	14 00
24	Byron S. Adams	For press work in stamping bids for 1882, during January, 1882.	25 60
May 8	J. Bradley Adams	For subscription to New York Tribune and New York Times from December 22, 1881, to July 1, 1882.	15 90
Jun 22	Walter Spangler, clerk in the in-spection division of the Second As-sistant Postmaster-General's Office	For railroad fares and hotel bills incurred during April, 1882.	33 00
July 1	John C. Parker	For subscription to the New York Times from January 1 to June 30, 1882.	7 50
6	R. A. Elmer, Second Assistant Post-master-General.	For expenses incurred in the examination of the postal service in Florida during November and December, 1881.	63 26
		Total paid by warrant	277 71

AMOUNT CREDITED ON GENERAL ACCOUNT.

1882.			
Jun 30	Walter Spangler, clerk in the in-spection division of the Post-Office De-partment.	For amount allowed for personal expenses while on business for the Post-Office De-partment, June, 1882.	\$200 00
		Total	200 00
		Total Miscellaneous, Second Assistant Postmaster-General.	477 71

No. 8.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Third Assistant Postmaster-General."*

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881. Dec. 3	John C. Parker.....	For subscription to New York Times from July 1 to December 31, 1881.	\$7 50
1882. Jan. 5	A. D. Hazen, Third Assistant Postmaster-General.	For personal expenses while on official business, September, 1881.	138 00
Feb. 9	E. J. Dallas, chief of dead-letter division.	For traveling expenses under order of Third Assistant Postmaster-General, January, 1882.	66 50
Mar. 8	D. and J. Sadler & Co.....	For cloth Directory (Catholic), February, 1882, for use of dead-letter office.	1 50
8	George P. Rowell & Co.....	For copy of American Newspaper Directory, January, 1882, for use of dead-letter office.	5 00
8	T. Cotesworth Pinckney.....	For United States school and college directories, January, 1882—dead-letter office.	5 00
9	Henry A. Hazen.....	For copy of Ministry and Churches of New Hampshire, for use of dead-letter office.	1 50
9	Rand, McNally & Co.....	For two atlases for use of dead-letter office.	27 00
9	S. E. Cassino.....	For copy of Scientists' Directory, January, 1882, for use of dead-letter office.	2 50
9	The Presbyterian Board of Publication.	For two copies of Minutes for use of dead-letter office.	2 22
9	B. Griffith, secretary of the American Baptist Publication Society.	For two copies Baptist Year Book, February, 1882—dead-letter office.	1 00
July 10	Henry Fleetwood.....	For copy of Rand & McNally's indexed atlas, July, 1882, for use of dead-letter office.	27 00
10	John C. Parker.....	For subscription to New York Tribune from January 1 to June 30, 1882.	7 50
Total paid by warrant.....			292 22

No. 9.—Table showing the receipts, expenditures, and net revenue of the post-offices at which the free delivery system is in operation, for the fiscal year ended June 30, 1882.

Offices.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Akron, Ohio	\$31,892 82	\$7,184 05	\$3,359 95	\$10,544 00	\$20,348 82	34
Albany, N. Y.	160,573 31	37,791 49	27,041 55	64,833 04	95,740 27	41
Allegheny, Pa.	34,828 12	7,810 96	9,345 03	17,155 99	17,672 13	50
Atlanta, Ga.	92,496 10	14,809 93	6,937 47	21,747 40	70,748 70	23
Auburn, N. Y.	34,304 95	8,543 77	4,774 44	13,318 21	20,986 74	39
Augusta, Ga.	35,393 49	9,952 63	4,453 78	14,406 41	20,987 08	41
Augusta, Me.	88,371 74	19,106 49	2,639 87	21,746 36	66,625 38	23
Baltimore, Md.	496,491 24	85,396 29	76,861 11	162,257 40	334,233 84	35
Bangor, Me.	29,070 22	8,467 80	3,400 00	11,867 80	17,202 42	41
Bloomington, Ill.	33,958 09	8,730 17	5,144 59	13,874 76	20,083 33	41
Boston, Mass.	1,405,126 96	256,791 68	185,267 51	442,061 19	963,065 80	31
Bridgeport, Conn.	52,260 62	11,257 61	5,639 11	16,896 72	35,363 90	36
Brooklyn, N. Y.	290,737 85	60,953 90	104,285 76	165,239 66	125,498 19	57
Buffalo, N. Y.	268,827 94	30,605 19	35,247 03	65,852 22	202,975 72	24
Burlington, Iowa	45,480 75	9,148 29	5,690 96	14,837 25	30,643 50	33
Burlington, Vt.	24,431 92	5,856 08	2,648 37	8,504 45	15,927 47	36
Camden, N. J.	23,294 31	6,306 82	5,921 80	12,228 62	11,065 69	52
Charleston, S. C.	73,390 51	12,421 92	7,160 64	19,562 56	53,827 95	27
Chicago, Ill.	1,738,807 23	344,673 06	187,486 00	532,159 06	1,206,648 17	31
Cincinnati, Ohio	595,543 38	104,447 59	75,580 28	180,027 87	415,555 51	30
Cleveland, Ohio	289,774 60	40,687 29	36,561 21	77,218 50	212,556 10	27
Columbus, Ohio	108,657 31	18,783 95	12,274 82	31,058 77	77,598 54	29
Concord, N. H.	27,983 10	7,348 65	2,704 81	10,053 46	17,929 64	36
Covington, Ky.	19,502 24	5,532 56	4,652 21	10,184 77	9,317 47	52
Dallas, Tex.	36,245 46	10,090 70	4,264 08	14,354 78	21,890 68	39
Davenport, Iowa.	38,403 76	9,310 17	6,829 12	16,149 29	22,254 47	43
Dayton, Ohio	69,413 32	13,325 13	10,852 16	24,177 29	45,236 03	35
Denver, Colo.	143,078 70	27,461 23	9,231 85	36,713 08	106,365 62	26
Des Moines, Iowa.	77,602 52	10,540 20	7,061 94	17,602 14	60,000 38	23
Detroit, Mich.	294,307 47	38,229 52	33,154 17	71,388 69	222,928 78	24
Dubuque, Iowa	42,231 69	8,345 75	5,450 00	13,795 75	28,435 94	33
Easton, Pa.	22,083 26	6,403 88	5,744 61	12,148 44	9,934 82	65
Elizabeth, N. J.	32,083 26	7,110 12	5,336 78	12,446 90	19,636 36	39
Elmira, N. Y.	43,651 98	11,413 48	5,856 43	17,268 91	26,383 07	40
Erie, Pa.	38,820 37	9,048 26	6,787 83	15,836 09	22,984 28	41
Evansville, Ind.	37,917 03	10,657 05	6,643 92	17,300 97	20,616 06	45
Fall River, Mass.	80,150 95	8,137 18	5,542 42	13,679 60	16,471 35	44
Fort Wayne, Ind.	36,092 02	10,033 54	6,345 37	16,378 91	19,713 11	45
Galveston, Tex.	76,157 91	15,628 45	6,126 03	21,754 48	54,403 43	29
Grand Rapids, Mich.	71,560 60	10,399 73	8,126 11	18,515 84	53,044 76	26
Harrisburgh, Pa.	48,072 90	15,427 82	5,400 00	20,827 82	27,245 08	43
Hartford, Conn.	129,468 40	22,620 25	9,713 48	32,333 73	97,134 67	25
Hoboken, N. J.	14,294 15	3,952 05	3,482 68	7,434 73	6,859 42	52
Houston, Tex.	42,786 30	13,058 78	4,741 70	17,800 48	24,985 82	41
Indianapolis, Ind.	167,061 10	36,867 75	27,857 28	65,725 08	101,336 07	39
Jackson, Mich.	26,393 02	6,665 90	3,977 26	10,643 16	15,749 86	40
Jersey City, N. J.	66,798 48	10,942 64	21,478 80	32,421 44	34,377 04	49
Kansas City, Mo.	167,603 21	24,874 05	16,506 55	41,380 60	126,222 61	25
La Fayette, Ind.	24,443 44	8,830 43	4,251 30	13,081 73	15,361 71	46
Launcester, Pa.	32,347 79	7,186 00	4,930 46	12,116 46	20,231 33	37
Lawrence, Mass.	30,604 39	8,028 41	7,927 11	15,855 52	14,648 87	52
Leadville, Colo.	44,723 61	18,332 70	4,285 05	22,617 75	22,105 86	51
Leavenworth, Kans.	27,861 84	8,292 60	3,693 20	11,985 80	15,876 04	43
Little Rock, Ark.	32,423 32	10,909 02	4,259 95	15,168 97	17,254 35	47
Louisville, Ky.	220,602 50	33,846 45	31,007 98	64,854 43	155,748 07	29
Lowell, Mass.	66,751 63	9,973 84	9,128 59	19,102 43	47,649 20	29
Lynn, Mass.	42,334 18	7,445 50	8,120 87	15,566 37	26,767 81	37
Macon, Ga.	26,164 47	8,649 33	3,872 80	12,522 13	14,142 34	46
Manchester, N. H.	32,320 62	7,158 61	5,067 55	12,226 16	20,094 46	38
Mansfield, Ohio	26,952 11	6,008 05	2,508 96	8,517 01	17,435 10	33
Memphis, Tenn.	77,065 71	20,868 33	11,068 00	31,936 33	45,129 38	31
Meriden, Conn.	28,618 43	6,018 91	8,400 00	9,418 91	19,199 52	42
Milwaukee, Wis.	231,849 47	33,073 68	30,148 04	63,221 72	168,627 75	27
Minneapolis, Minn.	126,507 52	24,234 83	12,321 69	36,556 52	90,951 00	29
Mobile, Ala.	47,748 47	14,444 50	5,114 19	19,558 78	28,189 69	40
Nashville, Tenn.	92,233 71	17,887 14	9,610 68	27,497 82	64,735 89	31
Newark, N. J.	128,360 44	14,944 46	25,284 61	40,229 07	88,131 37	32
New Bedford, Mass.	34,649 10	6,120 50	7,115 91	13,236 41	21,412 69	38
New Haven, Conn.	115,649 95	19,389 92	16,492 10	35,882 02	79,767 93	31
New Orleans, La.	266,284 79	57,919 47	44,834 64	102,754 11	163,530 68	39
New York, N. Y.	4,200,066 07	874,871 21	457,796 41	1,332,667 62	2,867,398 45	32
Norfolk, Va.	46,480 75	9,838 21	5,509 00	15,347 21	31,083 54	33
Oakland, Cal.	33,921 50	11,945 95	7,442 41	19,588 36	14,333 14	58
Omaha, Nebr.	46,158 28	17,954 12	8,937 49	26,891 61	59,266 67	31
Oswego, N. Y.	26,814 25	6,488 94	5,116 17	11,605 11	15,209 14	43
Paterson, N. J.	32,512 89	6,434 33	7,146 51	13,580 84	18,932 05	42
Peoria, Ill.	67,237 68	11,110 23	7,179 38	18,289 61	48,948 07	27

No. 9.—Table showing the receipts, expenditures, and net revenue, &c.—Continued.

Office.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Petersburgh, Va.....	\$19,489 03	\$6,096 21	\$4,671 72	\$10,767 93	\$8,721 10	54
Philadelphia, Pa.....	1,477,494 95	237,476 59	293,696 77	531,175 36	946,319 59	26
Pittsburgh, Pa.....	326,582 25	52,388 21	33,967 25	86,355 46	240,226 79	26
Portland, Me.....	98,277 14	22,098 42	8,500 80	30,599 22	67,677 92	31
Portland, Oreg.....	54,670 97	10,701 80	4,508 75	15,210 55	39,460 42	28
Pottsville, Pa.....	15,358 70	5,119 55	3,400 00	8,519 55	6,839 15	56
Poughkeepsie, N. Y.....	39,010 63	10,053 23	5,971 95	16,025 18	22,985 45	29
Providence, R. I.....	182,809 81	25,201 38	26,412 43	51,613 81	131,196 00	28
Quincy, Ill.....	41,439 87	10,879 94	6,732 87	17,112 81	24,327 06	41
Reading, Pa.....	44,800 59	8,746 03	8,491 39	17,237 42	27,563 17	38
Richmond, Ind.....	28,979 29	6,717 64	3,530 94	10,248 58	18,730 71	36
Richmond, Va.....	112,094 68	21,293 10	14,460 08	35,753 18	76,341 50	32
Rochester, N. Y.....	199,764 25	26,017 63	24,385 51	50,403 14	149,361 11	25
Sacramento, Cal.....	43,964 37	16,084 53	4,770 96	20,855 49	23,108 88	47
Saint Joseph, Mo.....	68,916 95	12,484 35	7,610 27	20,094 62	48,822 33	29
Saint Louis, Mo.....	766,592 21	145,212 51	119,647 59	264,860 10	501,732 11	35
Saint Paul, Minn.....	149,830 84	19,357 29	13,953 25	33,310 54	116,520 30	22
Salem, Mass.....	25,456 78	6,465 18	5,239 13	11,704 31	13,752 47	41
San Francisco, Cal.....	509,767 79	96,143 95	61,650 81	159,794 76	349,973 03	31
Savannah, Ga.....	64,004 49	16,032 41	5,900 00	21,932 41	42,072 08	34
Springfield, Ill.....	34,158 80	8,547 49	5,230 05	13,777 54	20,381 26	40
Springfield, Mass.....	75,117 22	15,197 79	6,802 10	18,999 89	56,117 33	25
Springfield, Ohio.....	52,839 66	10,236 75	5,192 75	15,429 50	37,410 16	29
Syracuse, N. Y.....	110,463 33	20,152 63	15,263 58	35,416 21	75,047 12	32
Terre Haute, Ind.....	35,180 43	10,946 99	6,356 15	17,303 14	17,877 29	49
Toledo, Ohio.....	117,702 12	20,227 79	12,955 85	33,183 64	84,508 48	28
Topeka, Kans.....	50,121 34	10,988 68	4,499 88	15,488 56	34,632 78	31
Trenton, N. J.....	51,250 61	8,808 27	5,528 21	14,336 48	36,914 13	28
Troy, N. Y.....	86,358 68	19,447 24	13,973 81	33,421 05	54,937 63	38
Utica, N. Y.....	63,768 58	11,124 99	10,286 26	21,411 25	42,357 33	34
Washington, D. C.....	237,049 67	134,147 57	48,477 99	182,625 56	74,424 11	71
Wheeling, W. Va.....	42,897 54	11,535 03	6,663 43	18,198 46	24,699 08	42
Wilmington, Del.....	47,353 26	9,087 58	8,562 53	17,650 11	29,703 15	37
Worcester, Mass.....	92,187 69	14,225 02	10,948 96	25,178 98	67,013 71	27
Zanesville, Ohio.....	23,841 88	6,605 13	3,469 62	10,074 75	13,767 13	42
Total.....	19,414,772 80	3,815,736 41	3,617,574 56	6,433,310 97	12,981,461 83	

in the United States, for the fiscal year ended June 30, 1882.

Domestic.				International.							
Transfers from postage funds.	Number of orders issued.	Canada.			Great Britain and Ireland.			German Empire.			Fees.
		Amount of orders issued.	Fees.		Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	
\$4,288 45	90	\$2,188 77	\$36 40	377	\$7,343 27	\$189 70	351	\$6,740 19	\$116 85		
330 00	72	2,869 00	43 95	206	6,382 39	145 15	119	3,939 99	61 00		
4,276 17	44	553 20	9 75	172	3,181 86	94 30	241	3,843 12	68 45		
35,867 58	1,715	45,400 41	737 20	5,610	95,540 96	2,573 05	4,989	112,862 98	1,857 00		
5,955 46	1,642	47,879 99	761 15	9,410	211,476 86	5,216 95	919	20,480 43	342 00		
17,533 58	805	16,825 59	287 30	5,602	68,324 75	2,092 20	1,908	29,995 06	548 40		
4,967 27	402	9,940 64	165 60	361	7,035 53	198 10	223	4,094 51	73 30		
2,437 94	18	356 39	6 25	462	5,845 35	175 90	224	3,337 17	59 70		
	179	3,172 39	54 00	740	9,349 45	269 00	680	12,757 43	218 55		
6,501 78	134	3,725 62	61 15	272	7,045 00	164 50	257	6,004 03	103 45		
5,457 00	275	7,346 07	119 90	539	10,541 30	271 65	673	16,406 60	271 20		
527 00	76	2,662 85	44 95	279	7,966 03	188 60	89	2,156 32	35 25		
87,303 85	3,905	79,444 28	1,348 20	16,211	240,584 65	6,823 40	18,546	294,154 41	5,345 25		
29,331 45	329	5,314 32	97 30	1,951	25,962 52	772 45	2,990	43,446 56	803 45		
36,385 96	405	7,207 16	130 40	1,906	27,495 20	796 45	2,453	40,470 08	725 80		
26,686 54	159	3,044 43	58 15	808	12,634 70	353 85	5,588	10,723 24	193 75		
16,862 39	152	2,438 63	44 30	828	13,407 89	368 05	1,016	17,512 62	309 60		
1,385 14	229	6,634 10	105 30	618	11,941 77	309 00	891	16,936 03	286 65		
17,313 26	1,695	35,439 02	598 55	1,553	21,987 83	632 95	174	3,009 99	53 80		
7,732 07	194	4,443 67	73 75	1,702	22,783 10	682 00	2,535	35,948 22	663 55		
54,486 39	9,893	200,449 84	3,410 75	17,993	228,103 12	6,877 55	3,072	53,435 06	944 30		
33,476 41	6,965	143,154 23	2,423 35	7,049	107,118 20	3,019 05	4,290	60,974 64	1,142 85		
15,663 28	2,003	52,679 08	847 70	1,441	24,004 43	656 15	1,868	28,230 19	517 15		
6,289 79	18	330 50	5 55	89	1,649 36	42 00	71	1,456 29	25 06		
47,023 90	632	13,647 30	234 45	3,435	56,403 42	1,536 15	3,821	71,250 69	1,251 30		
149 25	390	11,342 81	182 00	1,064	28,007 10	855 90	133	3,759 36	61 35		
38,487 12	198	3,948 43	66 70	609	8,799 05	251 75	768	13,712 29	242 00		
375 31	407	12,928 30	205 70	861	19,238 84	470 80	205	5,349 73	86 10		
9,777 73	485	8,603 32	154 70	1,629	19,922 51	606 80	262	4,243 27	76 90		
31,150 00	701	14,456 46	247 60	12,536	145,643 79	4,482 10	5,846	88,801 85	1,627 35		
90 00	19	831 10	14 25	36	878 51	22 05	57	1,685 99	27 40		
96,929 96	6,362	116,147 50	2,029 80	45,659	591,231 51	17,565 15	32,890	582,672 21	10,516 55		
3,164 60	32	874 02	16 20	136	3,129 78	77 60	344	10,010 00	161 70		
97,097 91	1,656	28,998 98	523 55	12,284	173,055 03	5,006 70	8,089	128,218 11	2,318 90		
2,435 00	351	9,355 81	152 70	692	14,987 36	372 25	678	17,018 46	278 45		
59,943 02	2,017	33,368 29	583 10	16,446	310,836 33	9,330 00	5,990	136,892 65	2,518 50		
1,516 50	810	13,265 81	239 15	3,975	53,353 30	1,556 25	491	8,703 78	152 25		
4,115 66	43	1,006 68	16 95	234	5,395 21	132 40	592	19,457 55	304 05		
13,717 62	134	2,534 20	43 10	656	9,946 43	268 60	312	5,952 75	104 05		
23,231 45	98	5,033 87	83 50	1,411	30,648 87	773 10	1,863	36,064 82	620 30		
277 00	86	2,717 19	46 70	117	14,653 17	493 30	93	2,319 47	36 40		
13,720 00	390	3,384 99	72 90	751	11,054 80	311 70	76	1,544 60	26 85		
15,774 84	236	4,327 39	73 00	656	11,874 03	314 65	479	10,796 18	192 45		
501 42	243	7,606 36	123 10	184	5,936 75	143 25	179	5,169 79	81 10		
5,767 67	17	515 07	8 65	401	6,027 05	172 30	218	3,319 64	62 15		
23,272 89	1,468	38,844 25	628 10	1,943	31,217 11	857 65	4,283	67,836 82	1,262 75		
.....	67	1,709 81	27 75	414	9,514 62	231 85	83	2,010 35	33 30		
905,707 61	48,229	1,018,641 62	17,244 55	182,298	2,740,362 09	78,526 30	116,370	2,057,705 42	36,785 70		

No. 11.—Statement of the money-order transactions at post-offices

Domestic.						
States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.
Alabama	140,525	\$29,281 47	\$1,936,118 04	\$17,591 45	\$51 05	\$1,047,812 97
Arizona	20,938	18,021 06	520,435 95	3,877 80		
Arkansas	127,638	35,161 45	2,266,352 71	17,833 85	52 59	1,462,284 34
California	274,333	65,762 10	4,208,786 78	36,229 65		3,293,210 27
Colorado	150,034	64,287 46	2,640,372 23	20,585 90		1,562,197 00
Connecticut	96,716	6,933 02	1,180,974 13	11,606 90		394,781 00
Dakota	51,543	15,604 63	779,772 94	6,689 85		126,738 00
Delaware	14,169	2,286 75	149,784 20	1,645 50		7,290 00
District of Columbia	32,432	9,086 51	504,212 83	4,185 95	1 44	1,317,835 96
Florida	62,847	15,699 33	1,060,204 11	8,524 85		185,515 00
Georgia	163,688	33,793 17	2,301,900 66	20,629 00		1,947,724 00
Idaho	21,608	5,319 36	498,666 73	3,221 60		88,099 00
Illinois	728,549	99,823 59	8,809,674 51	88,654 70	240 54	9,542,838 93
Indiana	376,586	33,093 35	4,231,257 03	44,410 35		1,755,043 60
Indian Territory	3,976	320 30	72,474 88	567 85		
Iowa	542,983	57,905 40	5,934,259 16	63,764 60		2,479,173 94
Kansas	353,658	44,046 90	4,531,258 68	43,540 25		1,033,651 43
Kentucky	130,912	17,472 88	1,688,868 96	16,139 65	3 89	1,603,894 00
Louisiana	109,255	61,558 19	2,181,041 29	15,963 80	18 26	8,589,274 16
Maine	89,118	15,147 43	1,390,046 68	11,323 30	33	764,992 00
Maryland	66,582	8,567 43	951,336 74	8,639 70		1,318,951 20
Massachusetts	223,997	23,749 64	3,069,107 97	27,778 60		2,146,155 30
Michigan	415,342	61,445 31	5,255,960 10	50,615 30	03	2,708,525 00
Minnesota	208,794	33,384 57	2,650,211 88	25,539 00		1,859,791 58
Mississippi	174,183	29,706 05	2,457,775 92	22,200 15	21 25	69,340 00
Missouri	346,133	55,180 31	4,424,345 47	42,517 00	21 65	8,148,181 80
Montana	28,796	17,024 13	515,649 00	4,010 55		212,226 00
Nebraska	171,283	35,636 64	2,167,922 73	21,108 30		1,507,742 00
Nevada	45,561	12,204 82	912,802 99	6,657 95	21 22	765 00
New Hampshire	56,667	5,135 17	670,504 49	6,685 10		113,596 00
New Jersey	85,101	9,756 17	1,159,181 56	10,596 90		358,309 00
New Mexico	16,067	10,904 46	268,375 42	2,151 25		199,861 41
New York	568,397	51,071 92	7,488,215 35	70,299 70	249 41	27,800,767 74
North Carolina	127,149	18,647 94	1,878,884 18	16,497 85		263,193 00
Ohio	568,015	51,084 40	6,401,052 55	67,942 95	45 83	4,442,814 32
Oregon	84,554	21,242 11	1,079,959 49	17,467 50	120 00	1,443,626 00
Pennsylvania	441,196	60,595 73	5,212,354 08	52,947 35		4,335,315 39
Rhode Island	32,417	2,872 26	443,574 52	4,028 30		114,270 00
South Carolina	97,404	14,482 70	1,398,091 81	12,401 40		832,337 00
Tennessee	165,827	28,577 86	2,530,198 63	21,653 80	1 54	1,807,136 28
Texas	383,269	136,536 44	6,646,848 87	53,118 60	04	3,999,302 70
Utah	21,101	12,334 33	378,773 33	2,933 50		565,619 00
Vermont	55,337	6,583 95	613,598 81	6,500 95		155,363 00
Virginia	106,391	18,276 08	1,380,624 41	13,120 45		1,754,821 00
Washington	36,894	8,840 33	724,336 89	5,420 20		23,232 00
West Virginia	46,324	7,163 06	570,200 94	5,709 90		80,750 00
Wisconsin	337,769	53,217 05	4,456,430 26	40,839 75		2,708,683 33
Wyoming	19,301	4,073 38	327,797 81	2,612 25		
Total	8,420,869	1,427,108 59	113,400,118 21	1,053,710 55	828 07	101,183,030 64

in the United States, for the fiscal year ended June 30, 1882.

Domestic.	International.								
	Canada.			Great Britain and Ireland.			German Empire.		
Transfers from postage funds.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
\$4,288 45	90	\$2,188 77	\$36 40	377	\$7,343 27	\$189 70	351	\$6,740 19	\$116 85
330 00	72	2,808 00	43 95	206	6,882 39	145 15	119	3,939 99	61 00
4,276 17	44	555 20	9 75	172	3,181 86	84 80	241	3,843 12	68 45
35,867 58	1,715	45,400 41	737 20	5,610	95,540 98	2,573 05	4,989	112,862 98	1,857 00
5,955 48	1,642	47,879 99	761 15	9,410	211,476 86	5,216 95	919	20,480 43	342 00
17,433 58	805	16,825 59	287 30	5,602	68,324 75	2,092 20	1,908	29,985 06	548 40
4,997 27	402	9,940 64	165 60	361	7,035 53	198 10	223	4,094 51	73 39
2,437 94	18	356 39	6 25	462	5,845 35	175 90	224	3,337 17	59 70
	179	3,172 89	54 00	740	9,349 45	289 00	660	12,767 48	218 55
6,501 78	134	3,725 62	61 15	272	7,045 00	168 50	257	6,004 03	103 45
5,457 00	275	7,346 07	119 90	539	10,541 30	271 65	673	16,406 60	271 20
527 00	76	2,862 45	44 95	279	7,906 03	188 60	89	2,156 32	35 25
87,303 85	3,905	79,444 28	1,348 20	16,211	240,584 65	6,823 40	18,546	294,154 41	5,345 25
29,331 45	329	5,814 32	97 30	1,951	25,962 52	772 45	2,990	43,446 56	803 45
36,385 96	405	7,207 16	130 40	1,909	27,495 20	796 45	2,453	40,470 08	725 80
26,696 54	159	3,044 43	58 15	808	12,634 70	353 85	596	10,723 24	198 75
16,362 39	152	2,438 63	44 30	828	13,407 89	366 05	1,016	17,512 62	309 60
1,385 14	229	6,634 10	105 30	618	11,941 77	309 00	881	16,936 03	286 65
17,313 26	1,695	35,439 62	598 55	1,553	21,987 83	632 95	174	3,009 99	53 90
7,732 07	194	4,443 67	73 75	1,702	22,783 10	682 00	2,535	35,948 22	663 55
54,486 39	9,893	200,449 84	3,410 75	17,993	228,103 12	6,877 55	3,072	53,435 96	944 30
33,476 41	6,965	143,154 23	2,423 35	7,049	107,118 20	3,019 05	4,299	60,974 64	1,142 85
15,063 28	2,003	52,679 08	847 70	1,441	24,004 43	656 15	1,868	28,230 19	517 15
6,289 79	18	330 50	5 55	88	1,649 36	42 00	71	1,456 29	25 05
47,023 90	632	13,647 30	234 45	3,435	56,403 42	1,536 15	3,821	71,250 69	1,251 30
149 25	390	11,342 81	182 00	1,064	28,007 10	655 90	133	3,759 36	61 35
38,487 12	198	3,946 43	66 70	609	8,799 05	251 75	768	13,712 29	242 00
875 31	407	12,926 30	205 70	861	19,238 84	470 80	205	5,349 73	86 10
9,777 73	465	8,603 32	154 70	1,629	19,922 51	606 80	262	4,242 27	76 90
31,150 00	701	14,456 46	247 60	12,536	145,643 79	4,482 10	5,846	88,801 85	1,627 35
90 00	19	831 10	14 25	36	878 51	22 05	57	1,685 99	27 40
96,929 96	6,362	116,147 50	2,029 80	45,659	591,231 51	17,595 15	32,390	582,672 21	10,516 55
3,164 60	32	874 02	16 20	139	3,129 74	77 60	348	10,010 00	161 70
97,097 91	1,656	28,998 98	523 55	12,284	173,055 03	5,006 70	8,069	128,218 11	2,318 90
2,436 00	351	9,355 81	152 70	692	14,987 36	372 25	678	17,018 46	273 45
56,943 02	2,017	33,366 29	563 10	16,446	310,838 33	9,330 00	5,980	138,892 65	2,518 50
1,516 50	810	13,265 81	239 15	3,975	53,353 30	1,558 25	491	8,703 78	152 25
415 66	43	1,006 68	16 95	234	5,395 21	132 40	592	19,457 55	304 05
13,717 62	134	2,534 20	43 10	656	9,946 43	268 60	312	5,952 75	104 05
23,231 45	200	5,033 87	83 50	1,411	30,648 87	773 10	1,863	36,064 82	620 30
277 00	98	2,717 19	46 70	117	14,653 17	433 30	93	3,319 47	38 40
13,720 00	290	3,384 99	72 90	751	11,054 80	311 70	76	1,544 60	26 85
15,774 84	230	4,327 39	73 00	656	11,874 03	314 65	479	10,796 18	182 45
501 42	243	7,606 36	123 10	184	5,936 75	143 25	179	5,169 79	81 10
5,767 67	17	515 07	8 65	401	6,027 05	172 30	218	3,319 64	62 15
33,272 89	1,468	38,344 25	628 10	1,943	31,217 11	857 65	4,283	67,836 82	1,252 75
.....	67	1,709 81	27 75	414	9,514 62	231 85	83	2,010 35	33 30
905,707 61	48,229	1,018,841 62	17,244 56	182,293	2,740,362 09	78,526 30	116,370	2,057,705 42	36,785 70

No. 11.—Statement of money-order transactions at post-offices in the

States and Territories.	International—Continued.								
	Switzerland.			Italy.			France.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama	14	\$414 50	\$9 60	33	\$943 00	\$15 15	44	\$1,044 64	\$17 25
Arizona	2	95 00	1 50	14	615 00	9 30	33	514 87	9 00
Arkansas	5	83 00	1 90	21	488 26	7 95	2	98 76	1 50
California	606	15,731 41	358 35	617	14,973 31	244 25	477	6,786 12	123 85
Colorado	97	2,850 28	58 15	383	14,289 68	220 95	55	1,711 20	26 85
Connecticut	60	1,080 95	21 45	665	12,770 24	212 35	59	882 26	16 95
Dakota				4	200 00	3 00	2	10 60	30
Delaware	14	268 50	7 05	7	83 00	2 20	10	368 13	5 85
District of Columbia	46	794 28	16 60	84	1,392 27	28 85	138	2,736 78	48 60
Florida	7	238 76	4 15	54	1,592 89	25 50	35	880 41	14 10
Georgia	47	1,100 80	23 10	57	1,773 15	28 05	39	723 95	12 75
Idaho	5	218 76	3 45	1	20 00	30	9	155 00	2 40
Illinois	1,889	36,089 40	831 00	3,231	94,935 77	1,490 85	321	5,560 98	100 75
Indiana	96	1,671 73	35 65	70	2,201 94	35 40	50	586 98	11 55
Indian Territory									
Iowa	135	3,247 95	72 05	22	458 48	7 65	39	361 81	8 10
Kansas	28	484 38	10 60	12	186 75	4 30	19	280 08	5 80
Kentucky	95	2,363 44	47 45	86	2,178 29	35 70	83	1,438 59	26 10
Louisiana	99	2,529 38	56 05	1,328	32,816 22	535 05	394	5,500 14	103 20
Maine	3	51 88	1 00	28	483 51	8 40	9	78 85	1 80
Maryland	41	709 48	17 60	265	5,195 43	89 05	91	1,184 57	23 85
Massachusetts	239	4,489 01	103 10	1,212	27,935 71	463 00	449	7,035 81	131 90
Michigan	98	1,885 25	30 70	116	3,260 81	52 95	101	1,563 44	30 00
Minnesota	63	1,403 93	31 00	56	1,536 38	24 90	58	1,147 78	19 95
Mississippi				70	2,820 33	43 20	9	169 45	2 85
Missouri	671	13,775 63	301 60	737	21,601 36	345 60	120	2,118 73	39 60
Montana	5	92 00	1 65	41	1,538 18	24 15	9	345 00	5 40
Nebraska	9	96 00	2 45	19	529 26	8 65	4	60 00	1 20
Nevada	18	249 94	5 45	77	2,577 23	40 65	22	683 00	10 65
New Hampshire	7	176 00	3 35	2	20 00	30	2	41 49	1 20
New Jersey	206	4,287 74	83 75	350	7,966 24	130 65	210	3,931 94	67 75
New Mexico				44	1,515 04	24 65	2	6 40	30
New York	2,826	58,449 93	1,306 20	2,301	53,962 60	877 50	2,234	35,467 32	653 00
North Carolina	1	12 00	50	13	550 00	8 40	3	7 21	45
Ohio	795	14,776 83	335 60	472	12,235 95	199 40	152	2,616 07	47 95
Oregon	65	1,563 73	36 40	33	1,046 92	16 50	26	877 68	14 70
Pennsylvania	856	19,027 83	418 85	838	50,439 36	960 00	304	4,828 89	88 75
Rhode Island	30	354 01	8 20	105	1,551 30	28 05	91	1,932 09	33 85
South Carolina	4	159 26	3 40	34	766 78	13 05	21	391 88	7 20
Tennessee	178	2,973 19	66 45	150	3,002 87	49 80	16	266 64	4 65
Texas	202	4,836 68	94 15	340	10,597 25	168 50	141	2,593 59	45 55
Utah	27	438 55	9 70	5	86 00	1 50	11	261 32	4 35
Vermont				14	175 91	3 00	16	310 03	6 15
Virginia	13	237 88	5 75	134	3,312 29	54 40	43	963 12	16 95
Washington	3	100 74	1 65				7	91 00	1 95
West Virginia	15	408 00	8 35	3	105 00	1 65	12	169 47	3 15
Wisconsin	457	6,517 07	157 95	82	2,443 64	39 00	38	793 94	13 80
Wyoming				3	55 00	90	5	70 00	1 05
Total	10,080	205,820 06	4,591 50	14,233	408,221 60	6,579 60	6,015	99,788 10	1,815 45

United States for the fiscal year ended June 30, 1892—Continued.

International—Continued.

Jamaica.			New Zealand.			New South Wales.			Victoria.			Balance due postmasters.
Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	
						1	\$2 92	\$0 15				\$16 62
												95 58
												56 84
11	\$153 77	\$2 70	22	\$491 54	\$8 25	25	651 24	10 65	24	\$721 87	\$11 55	2 9 42
2	73 05	1 20	1	1 00	15	8	361 10	5 25	1	15 00	30	19 37
									2	78 33	1 20	137 82
												10 83
												4 76
												43 29
2	38 96	60										71 33
1	23 13	45	5	161 50	2 55	4	200 00	3 00				714 04
			2	38 96	75	3	120 00	1 80				456 26
												405 29
												430 63
												316 24
1	11 99	30							1	5 00	15	18 54
			1	1 22	15	1	45 94	75				71 30
			3	100 00	1 65	1	24 85	45	3	145 71	2 25	206 43
1	9 00	15				1	48 70	75	1	10 00	15	507 49
			1	48 70	1 00				3	34 35	60	412 12
2	15 00	30	2	9 89	30							102 77
									1	25 00	45	552 63
												513 67
						1	20 00	30				133 17
1	4 00	25	3	82 79	1 35	1	48 70	75				111 88
												198 61
20	438 63	8 45	10	242 75	4 20	19	683 76	10 65	9	143 90	2 85	1,006 00
1	50 00	75	4	43 48	85	1	48 70	75	1	2 19	15	115 20
			6	300 00	5 75							461 73
1	10 00	15	2	39 35	75	2	40 34	75	1	19 48	30	32 01
2	89 70	1 35				1	50 00	75				802 23
												8 00
												127 80
												77 57
												391 83
												2 33
												110 61
												326 45
												163 96
												518 65
45	917 23	16 65	62	1,561 78	27 80	69	2,345 75	36 75	47	1,200 83	19 95	9,990 70

No. 11.—Statement of money-order transactions at post-offices in the

States and Territories.	Number of orders paid.	Amount of orders paid.	Domestic.			Deposits.	International.
			Amount of orders repaid.	Transferred to p. stage.			Canada.
							Number of orders paid.
Alabama.....	61,409	\$949,175 15	\$13,287 38	\$31 96	\$2,052,473 00		9
Arizona.....	4,380	130,569 08	2,899 13		409,020 00		15
Arkansas.....	54,389	1,050,510 19	21,051 56	116,885 60	2,541,928 90		37
California.....	228,026	4,348,327 88	32,147 90	258 60	3,964,340 77		1,879
Colorado.....	70,817	1,384,690 69	23,682 08	11 86	3,134,834 50		160
Connecticut.....	95,523	1,177,739 99	6,008 00	78 00	506,275 00		1,895
Dakota.....	17,169	352,769 72	7,235 40	24 56	556,390 44		196
Delaware.....	7,413	110,359 92	872 82	330 84	57,240 74		21
District of Columbia.....	66,849	765,045 05	4,416 27		1,009,828 08		333
Florida.....	29,647	611,856 57	8,835 37	3,223 00	639,630 00		63
Georgia.....	141,859	2,048,219 04	12,925 76	282 00	2,241,798 00		45
Idaho.....	4,523	139,915 85	3,226 18	33,173 00	385,273 00		5
Illinois.....	1,061,471	11,924,187 81	62,793 25	20,737 89	6,989,953 68		3,730
Indiana.....	252,892	3,424,051 78	25,882 48	1,443 09	2,628,150 27		410
Indian Territory.....	572	12,402 88	257 62		59,408 50		
Iowa.....	324,201	4,538,981 47	41,980 45	373 63	3,896,361 52		263
Kansas.....	191,620	3,261,070 97	38,690 62	145 27	2,313,247 00		89
Kentucky.....	149,523	2,374,946 23	10,943 48	259 75	951,372 15		109
Louisiana.....	164,832	2,888,475 82	12,936 99	2,500 00	3,414,023 16		231
Maine.....	124,807	1,516,074 00	5,553 81		592,540 00		2,284
Maryland.....	110,966	1,828,716 10	6,024 48	98 43	490,021 92		299
Massachusetts.....	464,332	4,607,177 55	17,583 87	434 00	997,845 79		7,628
Michigan.....	317,102	4,368,455 57	36,416 17	584 00	3,782,410 00		3,621
Minnesota.....	130,453	1,998,306 78	19,352 72	425 00	2,531,742 00		956
Mississippi.....	57,978	795,941 87	16,556 77	340 08	1,731,041 82		7
Missouri.....	481,064	7,435,384 22	32,891 65	19,587 80	5,232,105 09		483
Montana.....	6,126	143,314 56	3,528 89		619,902 64		80
Nebraska.....	90,507	1,495,926 78	17,756 55	645 22	2,191,869 19		202
Nevada.....	10,065	234,586 50	6,537 83		718,098 00		30
New Hampshire.....	39,806	588,339 55	3,450 33	96 00	230,119 51		248
New Jersey.....	78,886	1,301,196 11	7,106 35	103 01	445,535 00		701
New Mexico.....	4,122	95,767 44	2,088 97		366,414 41		1
New York.....	1,404,675	14,924,817 14	54,122 56	467,260 31	20,739,990 94		16,662
North Carolina.....	53,132	842,544 71	9,457 44	1,462 00	1,310,814 31		7
Ohio.....	670,873	7,718,116 96	42,350 00	60,173 90	3,389,502 89		1,816
Oregon.....	45,978	1,109,093 96	8,497 27	581 00	1,976,028 00		375
Pennsylvania.....	552,519	6,318,653 45	38,152 83	8,634 90	3,677,388 06		2,972
Rhode Island.....	23,110	353,278 43	2,295 19		270,892 00		345
South Carolina.....	43,112	630,694 22	6,611 88	124 50	1,622,772 00		12
Tennessee.....	147,515	2,487,159 19	15,105 58	7,773 58	1,869,664 19		35
Texas.....	206,208	4,220,112 80	49,011 01	2,916 84	6,480,204 04		75
Utah.....	13,562	309,193 92	3,049 70		638,886 70		11
Vermont.....	39,925	569,600 64	3,736 67	117 93	199,611 50		338
Virginia.....	86,969	1,395,571 40	7,548 61	529 85	1,771,153 92		90
Washington.....	12,329	356,665 44	4,703 58		395,778 00		181
West Virginia.....	22,573	348,369 39	3,583 22		315,889 55		5
Wisconsin.....	233,302	3,525,371 69	27,578 32	488 98	3,698,087 21		567
Wyoming.....	4,487	93,619 38	2,431 07		245,345 05		15
To al.....	8,401,668	112,605,295 84	783,006 06	752,204 88	105,684,110 64		49,537

United States for the fiscal year ended June 30, 1882—Continued.

International—Continued.

Canada.		Great Britain and Ireland.			German Empire.			Switzerland.		
Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
\$247 36		47	\$1,326 09		67	\$2,459 09	\$35 00	17	\$432 21	
464 24		7	163 61	\$354 87	6	150 00		2	63 00	
553 21	\$25 00	47	1,228 86		384	14,589 63	30 40	29	979 59	
47,988 62	92 50	690	13,166 91	293 48	834	27,514 67	470 58	62	1,780 31	
9,183 94	215 00	190	4,549 58	68 49	181	6,972 52	156 50	125	1,746 17	\$5 00
17,678 54	30 00	417	7,061 29	76 30	296	8,574 76	232 64	15	366 03	
7,849 68	105 00	45	1,278 57	20 00	285	10,851 49	14 00	14	469 97	
274 59		57	926 74	14 61	30	757 69	35 00	3	118 60	
5,191 96	20 00	214	3,232 24	14 62	149	3,115 40	9 94	21	504 25	
1,495 58		53	1,265 45		42	1,133 84	35 00	7	266 79	
908 46		52	1,300 38	125 00	48	1,763 60	102 00	10	209 15	
174 70		11	217 92		19	799 26	60 00	13	429 35	
50,132 95	199 85	1,682	30,702 19	276 22	4,193	133,661 71	1,416 57	374	10,454 85	54 15
6,239 19	65 00	260	5,049 54	118 17	644	24,411 38	308 26	75	2,092 12	
6,475 22	32 50	370	8,226 49	29 22	1,437	51,464 73	412 95	115	3,481 89	
3,609 88	55 00	263	5,996 67		551	19,684 13	184 10	112	3,701 98	
2,003 85		88	1,841 73	5 00	277	8,644 97	55 25	62	1,893 15	
2,529 58	25 00	163	2,430 74	15 00	351	11,285 19	42 00	68	2,440 67	
30,822 74	125 00	143	3,073 36	5 00	21	703 13				
5,339 26	1 00	289	4,410 38	200 63	570	13,944 54	122 95	50	1,393 77	
121,664 89	701 44	2,083	32,148 34	403 82	472	11,201 45	112 50	43	734 76	
86,297 29	496 35	661	13,138 27	313 05	1,408	46,433 68	505 40	163	4,883 35	41 00
26,943 00	257 69	253	4,753 00	10 00	1,477	56,914 83	277 95	244	8,427 63	
65 85		23	429 72	10 00	62	2,309 54	25 00	12	520 08	
11,241 69	23 00	476	8,442 41	97 47	1,704	53,068 46	332 00	224	5,681 71	
3,618 75	50 00	29	607 18	26 21	27	894 14	35 00	6	288 26	
6,960 99		205	4,472 16		796	28,755 22	135 38	230	8,283 38	
1,031 75		11	356 28	20 00	18	518 87				
4,882 42		81	1,703 95	88 07	12	307 16		1	5 79	
12,374 00	66 50	1,073	18,734 14	438 29	1,283	33,680 36	425 75	76	2,397 49	40 00
10 00		8	71 96		19	569 88				
196,552 16	817 96	9,383	119,111 71	1,011 97	9,276	228,053 54	2,499 22	938	22,107 74	254 10
229 40		32	674 88	32 43	28	667 02	14 70	10	250 74	
27,729 74	112 28	1,159	22,485 39	190 32	1,892	58,797 78	411 59	206	6,183 74	79 50
10,446 48	30 00	85	1,687 93		82	2,905 89		17	574 95	
36,931 73	456 66	2,904	48,422 21	844 23	2,389	62,374 82	843 22	250	6,097 75	14 75
7,086 69	77 00	300	5,798 75	84 22	36	890 59		5	42 72	
263 90		46	605 36		52	1,628 41		1	2 51	
662 32		93	2,031 12	20 00	95	2,671 70	5 00	47	1,658 41	
2,478 57	5 00	336	8,891 86	32 99	959	35,557 17	182 00	69	1,901 13	
232 50	2 00	101	2,098 83	38 00	33	1,167 96		8	242 74	
7,455 70		31	671 69	9 75	11	111 29		3	33 76	
1,940 67		197	4,319 01	1 00	72	1,674 37	75 00	19	562 46	20 00
5,141 50		21	824 15		38	1,745 28	38 05	3	142 36	
187 49		44	1,033 28	5 00	54	1,383 03	65 00	27	894 93	
14,180 06	210 00	205	6,462 83	64 31	2,292	75,800 30	715 25	244	8,429 81	350 75
562 72		12	451 68	122 22	7	276 30				
785,316 01	4,206 73	24,940	407,766 93	5,479 96	34,974	1,047,940 77	10,421 15	4,920	113,293 05	859 25

No. 11.—Statement of money-order transactions at post offices in the

International—Continued.

States and Territories.	Italy.			France.			Jamaica.		
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
Alabama	1	\$11 45		9	\$301 10				
Arizona				2	51 46				
Arkansas	3	114 48		12	337 46				
California	30	1,024 51	\$25 00	159	4,646 79	\$65 00			
Colorado				61	966 46				
Connecticut	16	695 08	54 00	40	674 63	72	1	\$1 91	
Dakota				1	19 04				
Delaware				13	539 22				
District of Columbia	26	663 35	5 00	52	1,026 29		1	1 22	
Florida	1	47 70		11	322 08		6	151 32	
Georgia	1	19 08		5	164 99	20 00			
Idaho						30 00			
Illinois	34	1,073 05	82 00	110	2,853 07	50	8	95 09	
Indiana	3	30 52		15	270 63	10 00			
Indian Territory									
Iowa	5	62 77		30	937 67	5 40	2	58 44	
Kansas	6	239 46		39	1,538 52				
Kentucky	3	114 48		18	315 74				
Louisiana	48	1,731 60	96 00	236	6,826 08	4 29	4	58 58	
Maine	1	7 63		11	298 28		2	27 35	
Maryland	34	1,280 00	5 00	36	673 32		6	192 20	
Massachusetts	42	1,126 45	20 98	106	1,505 36	145 48	12	302 50	
Michigan	6	255 29		39	1,226 07	88 88	4	34 60	
Minnesota	3	97 80		7	200 69				
Mississippi	2	56 29		4	40 59				
Missouri	12	399 82		83	2,626 51		1	24 35	
Montana									
Nebraska	4	190 80		14	600 54				
Nevada	8	301 58		3	142 85	20 00			
New Hampshire				2	88 09	7 54			
New Jersey	10	350 30		58	1,236 00	1 98	4	102 27	
New Mexico									
New York	291	5,471 32	146 00	1,196	18,616 38	278 93	216	6,786 55	
North Carolina				1	38 09				
Ohio	16	484 15	50 00	57	1,064 71	5 00	5	29 54	
Oregon				7	138 97				
Pennsylvania	60	1,089 74	132 00	158	3,607 69	40 00	22	403 60	
Rhode Island	6	142 01		10	236 13				
South Carolina				2	100 00	1 38			
Tennessee	5	162 18	10 00	7	83 17				
Texas	26	1,123 35		34	873 89				
Utah	10	477 00							
Vermont				2	39 23		1	4 87	
Virginia	17	654 15	30 00	24	548 92	20 00	1	4 87	
Washington				9	328 07				
West Virginia				5	23 03				
Wisconsin	8	119 48		40	1,225 03		1	4 87	
Wyoming									
Total	738	19,616 87	715 98	2,728	57,352 79	745 10	297	8,284 13	

United States during the fiscal year ended June 30, 1882—Continued.

International—Continued.									Total.			
New Zealand.			New South Wales.			Victoria.			Expenses.	Commissions and clerk hire.	Balance due the United States.	Miscellaneous items.
Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
									\$220 05	\$8,016 46	\$25,981 18	\$224 96
									23 00	1,490 56	9,698 19	
									1,005 95	8,879 84	25,639 05	402 28
14	\$1,793 22		19	\$509 41		35	\$644 80		2,600 66	23,099 71	67,796 16	119 38
									34 62	9,587 28	52,252 28	98 31
8	150 55		1	1 28		2	29 22		44 15	7,414 38	12,010 29	280 97
									421 03	8,217 28	15,757 71	11 21
									19 75	856 29	1,614 84	2 99
1	14					3	64 83		59,426 80	5,441 10	8,169 34	
									109 97	4,430 86	23,526 33	14 11
									495 73	11,534 09	28,211 53	64 43
25	517 59		10	256 87		6	161 80		581 25	1,460 40	14,284 52	95 17
2	31 16		1	14 61					2,688 92	66,484 48	96,998 48	586 01
									449 30	23,208 78	32,532 99	212 33
										220 28	934 00	119 75
2	34 09								817 27	32,964 00	68,848 29	1,411 57
1	4 87								604 02	22,675 10	36,919 41	198 24
									2,403 76	11,452 99	16,801 61	167 66
									2,277 08	8,871 35	70,511 34	12 24
1	24 35		1	24 35		1	1 52		103 98	8,380 68	13,487 68	55 71
3	76 09								65	7,850 84	7,155 50	90 11
78	3,103 38		10	223 63		12	198 62		245 35	26,049 29	31,954 85	420 74
									134 33	29,608 58	63,007 82	324 90
2	97 40		1	19 48		1	4 26		168 26	13,901 48	33,903 18	96 96
									35 56	9,419 05	35,501 76	86 07
3	82 38		2	29 22					2,957 84	32,726 57	61,803 82	789 63
									45 65	1,856 85	20,931 15	
									16 75	11,194 31	31,825 11	113 36
									8 88	2,914 11	10,182 98	
									24 42	3,796 06	6,453 23	207 09
14	351 32					2	58 44		18 80	7,528 10	8,983 47	319 62
										987 54	10,568 03	
218	2,178 08		36	687 27		56	1,181 64		38,243 38	98,087 93	57,075 38	632 98
									3,063 60	7,648 17	18,333 02	99 52
7	88 24					1	24 35		226 20	44,982 85	55,253 02	635 58
									523 36	6,789 85	38,440 22	59 44
35	464 36		3	126 50		5	63 79		469 30	37,166 48	59,205 77	836 45
1	48 70		6	62 68		1	48 70		362 25	1,950 43	4,344 77	11 80
									14 85	5,854 94	16,729 58	198 30
2	14 61								346 11	12,946 83	26,035 88	226 16
									2,706 79	27,274 51	117,198 03	261 63
4	48 69					2	48 70		19 90	1,812 44	23,612 63	17 73
1	17 04								37 35	4,451 68	6,636 54	132 61
1	14 61		2	73 05					114 17	8,222 30	21,644 34	348 42
									19 00	2,747 90	12,443 20	
									3 00	2,807 65	6,241 81	21 18
3	37 25					1	48 70		190 10	23,325 49	49,956 43	417 15
1	24 35								28 40	1,141 38	4,134 52	
427	9,202 47		93	2,077 05		129	2,603 72		125,371 24	694,709 62	1,511,549 21	10,424 65

No. 12.—*Statement showing the receipts and disbursements at the money-order offices of the United States during the fiscal year ended June 30, 1882.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1881	\$1,427, 108 59
Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1881	2, 321, 740 83
Amount deposited with the Assistant United States Treasurer at New York, N. Y.	2, 054, 745 53
Amount received for domestic money-orders issued... ..	\$113, 400, 118 21
Amount received for Canadian international money-orders issued.....	1, 018, 641 62
Amount received for British international money-orders issued.....	2, 740, 362 09
Amount received for German international money-orders issued	2, 057, 705 42
Amount received for Swiss international money-orders issued.....	205, 820 06
Amount received for Italian international money-orders issued.....	408, 221 60
Amount received for French international money-orders issued.....	99, 738 10
Amount received for Jamaica international money-orders issued	917 23
Amount received for New Zealand international money-orders issued.....	1, 561 78
Amount received for New South Wales international money-orders issued.....	2, 345 75
Amount received for Victoria international money-orders issued.....	1, 200 83
Total issued.....	119, 936, 632 69
Amount received for fees on domestic money-orders issued.....	1, 053, 710 55
Amount received for fees on Canadian international money-orders issued.....	17, 244 55
Amount received for fees on British international money-orders issued.....	78, 526 30
Amount received for fees on German international money-orders issued.....	36, 785 70
Amount received for fees on Swiss international money-orders issued.....	4, 591 50
Amount received for fees on Italian international money-orders issued	6, 579 60
Amount received for fees on French international money-orders issued.....	1, 815 45
Amount received for fees on Jamaica international money-orders issued	16 65
Amount received for fees on New Zealand international money-orders issued	27 80
Amount received for fees on New South Wales international money-orders issued	36 75
Amount received for fees on Victoria international money-orders issued	19 95
Total fees.....	1, 199, 354 80
Amount received for premiums, &c	828 07
Amount received for deposits	90, 339, 829 68
Amount received for drafts	10, 823, 200 96
Amount transferred from postage fund.....	905, 707 61
Amount overpaid by postmasters.....	9, 990 70
Total receipts	229, 019, 139 46

DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$112, 605, 295 84
Amount of Canadian international money-orders paid.....	785, 326 01
Amount of British international money-orders paid..	407, 766 93
Amount of German international money-orders paid.....	1, 047, 940 77

Amount of Swiss international money-orders paid...	\$113,292 05
Amount of Italian international money-orders paid..	19,616 87
Amount of French international money-orders paid..	57,352 79
Amount of Jamaica international money-orders paid..	8,284 13
Amount of New Zealand international money-orders paid	9,202 47
Amount of New South Wales international money-orders paid.....	2,077 05
Amount of Victoria international money-orders paid.....	2,603 72

Total paid.....	115,058,758 63
Amount of domestic money-orders repaid. \$783,006 06	
Amount of Canadian international money-orders repaid.....	4,296 73
Amount of British international money-orders repaid.....	5,479 96
Amount of German international money-orders repaid.....	10,421 15
Amount of Swiss international money-orders repaid	859 25
Amount of Italian international money-orders repaid.....	715 98
Amount of French international money-orders repaid.....	745 10
Amount of Jamaica international money-orders repaid.....	
Amount of New Zealand international money-orders repaid.....	
Amount of New South Wales international money-orders repaid.....	
Amount of Victoria international money-orders repaid.....	

Total repaid.....	805,524 23
Amount transferred to postage fund.....	752,204 88
Amount deposited at first-class offices.....	105,684,110 64
Amount paid for incidental expenses.....	125,371 24
Amount paid for commissions and clerk-hire	694,709 62
Miscellaneous items	10,424 65
Amount of drafts drawn on and paid by the Assistant United States Treasurer at New York, N. Y.....	1,753,430 95
Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1882.....	2,623,055 41
Balance in the hands of postmasters June 30, 1882....	1,511,549 21

Total disbursements.....\$229,019,139 46

No. 13.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1882.

Amount received for fees on issued orders	\$1,053,710 55
Amount received for premiums, &c.....	828 07
	1,054,538 62
Amount allowed postmasters for commissions and clerk-hire	\$652,399 06
Lost remittances.....	1,105 00
Bad debts.....	33,083 52
Incidental expenses	87,609 87
Net revenue	280,341 17
	1,054,538 62

No. 14.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1881.*

CANADIAN.

Amount received for fees on issued orders		\$14,058 65
Amount allowed postmasters:		
For commissions and clerk-hire	\$5,153 47	
For incidental expenses	101 70	
Excess of commissions paid Canada	1,027 17	
Net revenue	7,776 31	
		<hr/> 14,058 65

BRITISH.

Amount received for fees on issued orders		\$58,225 10
Gain in exchange		10,866 93
		<hr/> 69,122 03
Amount allowed postmasters:		
For commissions and clerk-hire	\$14,949 14	
For incidental expenses	140 84	
Excess of commissions paid Great Britain	12,365 26	
Net revenue	41,666 79	
		<hr/> 69,122 03

GERMAN.

Amount received for fees on issued orders		\$24,904 60
Gain in exchange		12,250 44
		<hr/> 37,155 04
Amount allowed postmasters:		
For commissions and clerk-hire	\$14,174 64	
For incidental expenses	179 43	
Excess of commissions paid Germany	3,892 87	
Net revenue	18,908 10	
		<hr/> 37,155 04

SWISS.

Amount received for fees on issued orders		\$4,106 90
Gain in exchange		337 34
		<hr/> 4,444 24
Amount allowed postmasters:		
For commissions and clerk-hire	\$1,646 70	
For incidental expenses	16 57	
Excess of commissions paid Switzerland	338 64	
Net revenue	2,442 33	
		<hr/> 4,444 24

ITALIAN.

Amount received for fees on issued orders		\$4,497 94
Gain in exchange		6,875 57
		<hr/> 11,373 47
Amount allowed postmasters:		
For commissions and clerk-hire	\$1,098 70	
For incidental expenses	19 42	
Excess of commissions paid Italy	1,786 10	
Net revenue	8,469 25	
		<hr/> 11,373 47

FRENCH.

Amount received for fees on issued orders		\$1,333 30
Gain in exchange		914 27
		<hr/> 2,247 57
Amount allowed postmasters:		
For commissions and clerk-hire	\$347 64	
For incidental expenses	11 46	
Excess of commissions paid France	225 07	
Net revenue	1,163 40	
		<hr/> 2,247 57

No. 15.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1882.*

Amount transferred from postage to money-order account.....	\$905,707 61
Amount transferred from money-order to postage account.....	\$752,204 88
Less balance due postage account from June 30, 1881 (transferred September 23, 1881).....	464,505 07
	<u>287,699 81</u>
Balance due postage account June 30, 1882 (transferred September 27, 1882)	618,007 80
	<u>905,707 61</u>

No. 16.—*Statement of assets and liabilities June 30, 1882.*

ASSETS.

Balance in the hands of Assistant Treasurer at New York June 30, 1882.....	\$2,623,055 41
Balance in the hands of postmasters June 30, 1882	1,511,549 21
	<u>4,134,604 62</u>

LIABILITIES.

Revenue on domestic money-order account.....	\$280,341 17
Revenue on international money-order account.....	80,426 18
Amount due postage account.....	618,007 80
Unpaid domestic and international money-orders and balances of unadjusted international accounts.....	3,155,829 47
	<u>4,134,604 62</u>

No. 17.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1882.*

Steamship lines.	Great Britain.		Germany.		France.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	15,609,824	63,597,208	5,590,074	13,681,611	672,676	1,257,227
White Star	20,206,418	92,723,582	2,115,523	3,310,492	2,447,477	10,278,933
Liverpool and Great Western Steam Company	20,615,780	89,807,477	11,155,924	36,467,152	2,395,046	13,573,126
Hamburg-American Packet Company	3,145,491	15,893,834	9,349,730	32,987,050	1,336,381	8,079,583
North German Lloyd of Bremen	3,452,238	15,826,896	16,311,319	61,776,064	679,701	1,868,881
Imman	13,755,109	65,384,819	1,353,896	2,043,300	1,632,054	7,570,422
Anchor	2,213,383	12,675,242	199,665	472,930	85,388	716,182
Canadian	196,022	2,298,584				
American Steamship Company	831,482	5,542,244				
Red Star						
French					1,859,678	8,890,517
Netherlands Steam Navigation Company						
Total	80,115,747	363,249,886	46,076,131	150,738,599	11,108,601	52,234,902
Increase compared with last fiscal year	9,437,981	59,063,531	7,937,117	21,281,690	986,364	5,931,318

No. 17.—*Weight of letters, newspapers, &c.*—Continued.

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	955,390	3,850,887	228,884	820,832	239,280	321,342
White Star	1,212,197	7,197,311	364,516	1,585,494	3,790	4,080
Liverpool and Great Western Steam Company	1,435,462	5,778,294	284,182	1,304,582	678,795	1,232,838
Hamburg-American Packet Company	212,201	1,191,686	44,722	203,075	488,055	902,103
North German Lloyd of Bremen	286,460	1,412,096	72,610	302,901	1,004,110	1,347,160
Inman	921,118	5,186,591	242,478	1,142,889	13,050	28,070
Anchor	62,520	351,040	11,005	92,573	34,840	89,440
Canadian American Steamship Company						
Red Star			7,100	13,152		
French Netherlands Steam Navigation Company						
Total	5,085,348	24,976,905	1,253,497	5,525,498	2,458,920	3,925,033
Increase compared with last fiscal year	1,315,338	3,444,085	95,766	417,347	685,490	339,533

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	462,336	894,974	553,604	1,897,452	214,258	1,149,497
White Star	698,408	2,276,759	881,166	4,067,892	318,819	2,389,060
Liverpool and Great Western Steam Company	543,724	1,513,403	818,055	4,326,907	262,592	1,806,182
Hamburg-American Packet Company	96,370	320,713	133,209	759,256	50,508	374,316
North German Lloyd of Bremen	141,695	391,898	161,996	715,538	55,530	361,010
Inman	428,573	1,586,890	572,475	2,937,923	220,852	1,641,980
Anchor	22,300	92,840	36,900	186,840	9,000	97,000
Canadian American Steamship Company						
Red Star						
French Netherlands Steam Navigation Company	2,030					
Total	2,395,436	7,077,477	3,157,404	14,891,808	1,131,559	7,819,045
Increase compared with last fiscal year	317,096	1,243,657	417,864	2,648,428	74,019	1,089,505

No. 17.—*Weight of letters, newspapers, &c.*—Continued.

Steamship lines.	Portugal.		Sweden.		Norway.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	21, 775	15, 580	1, 018, 890	1, 301, 844	461, 415	674, 072
White Star	33, 064	71, 529	22, 620	14, 940	119, 090	117, 560
Liverpool and Great Western Steam Company	47, 766	39, 276	2, 940, 135	6, 725, 024	1, 573, 040	2, 911, 580
Hamburg-American Packet Company	7, 200	11, 420	2, 371, 210	3, 490, 880	1, 135, 700	1, 846, 491
North German Lloyd of Bremen	5, 798	5, 835	3, 852, 330	8, 057, 563	2, 082, 075	3, 219, 933
Inman	22, 970	52, 405	60, 970	180, 740	87, 850	169, 560
Anchor	360	420	185, 940	574, 040	38, 470	52, 090
Canadian American Steamship Company						
Red Star						
French						
Netherlands Steam Navigation Company						
Total	138, 933	196, 465	10, 452, 055	20, 345, 031	5, 497, 640	8, 991, 296
Increase compared with last fiscal year			3, 072, 805	9, 163, 071	1, 545, 250	3, 671, 706

Steamship lines.	Austria.		Turkey.	
	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	286, 860	641, 783	58, 770	703, 970
White Star	63, 835	93, 904	77, 065	1, 169, 344
Liverpool and Great Western Steam Company	616, 275	1, 672, 497	73, 090	883, 756
Hamburg-American Packet Company	437, 710	1, 194, 940	13, 785	223, 374
North German Lloyd of Bremen	830, 629	2, 586, 937	16, 850	227, 740
Inman	54, 490	122, 454	52, 560	849, 890
Anchor	41, 000	187, 440	3, 130	63, 220
Canadian American Steamship Company				
Red Star				
French				
Netherlands Steam Navigation Company				
Total	2, 330, 799	6, 490, 955	295, 250	4, 121, 294
Increase compared with last fiscal year			250, 850	3, 405, 014

RECAPITULATION.

Countries.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Great Britain	80, 115, 747	363, 249, 886
Germany	46, 076, 131	150, 738, 599
France	11, 108, 601	52, 234, 902
Italy	5, 085, 348	24, 976, 905
Belgium	1, 253, 497	5, 523, 498
Denmark	2, 459, 920	3, 925, 033
Netherlands	2, 395, 436	7, 077, 477
Switzerland	3, 157, 404	14, 891, 808
Spain	1, 131, 559	7, 819, 045
Portugal	138, 933	196, 465
Sweden	10, 452, 055	20, 345, 031
Norway	5, 497, 640	8, 991, 296
Austria	2, 330, 799	6, 490, 955
Turkey	295, 250	4, 121, 294
Total	171, 498, 320	670, 593, 194
Increase compared with last fiscal year	28, 615, 552	118, 484, 341

No. 18.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies (other than European) of the Universal Postal Union during the fiscal year ended June 30, 1882.*

Countries.	Letters.	Newspapers, &c.
	Grams.	Grams.
Cuba and Porto Rico	4, 778, 161	27, 299, 796
Mexico	2, 698, 199	27, 177, 273
United States of Colombia	1, 138, 280	10, 885, 319
Japan	1, 006, 935	12, 452, 520
Hong-Kong	746, 485	3, 095, 980
Brazil	744, 443	6, 578, 818
Sandwich Islands	588, 655	6, 608, 390
Shanghai	507, 725	4, 740, 150
Jamaica	428, 525	3, 293, 260
Bermuda	400, 090	2, 617, 000
Chili	311, 340	4, 596, 375
Peru	308, 590	5, 406, 303
Newfoundland	303, 266	3, 032, 636
Hayti	302, 960	3, 872, 500
St. Thomas	271, 506	3, 161, 050
Venezuela	258, 330	1, 702, 900
Honduras	196, 900	1, 724, 393
Curacao	173, 170	734, 034
Trinidad	154, 480	1, 051, 070
Salvador	154, 430	1, 456, 469
Bahamas	154, 192	1, 434, 947
Ecuador	154, 045	1, 247, 550
Guatemala	149, 125	2, 292, 445
Argentine Republic	129, 326	1, 517, 288
Saint Domingo	86, 480	1, 071, 260
Uruguay	61, 278	466, 352
Windward Islands	59, 680	604, 180
Manila	42, 255	108, 670
Turk's Island	34, 966	327, 900
St. Pierre and Miquelon	31, 010	294, 725
Nicaragua	14, 965	174, 930
Martinique and Guadeloupe	17, 870	119, 734
Singapore	9, 910	104, 250
Java	5, 830	21, 450
New Caledonia	4, 215	68, 670
Saigon	1, 695	7, 170
Paraguay	365	2, 620
Total	16, 430, 256	141, 032, 957
Increase compared with last fiscal year	4, 660, 080	53, 402, 387

No. 19.—*Number of letters exchanged between the United States and non-postal union countries during the fiscal year ended June 30, 1882.*

Countries.	Received.	Sent.
	Letters.	Letters.
Shanghai, China	21, 397	48, 150
Panama, Central America, &c.	40, 744	23, 216
New Zealand, Australia, &c.	9, 718	.....
Guatemala	1, 804	.....
British Columbia .....	.....	17, 271
Nova Scotia .....	.....	6, 532
Total	73, 663	95, 160
Decrease compared with last fiscal year	147, 388	338, 996

All of which is respectfully submitted.

J. H. ELA,
Auditor.

Hon. T. O. HOWE,
Postmaster-General.

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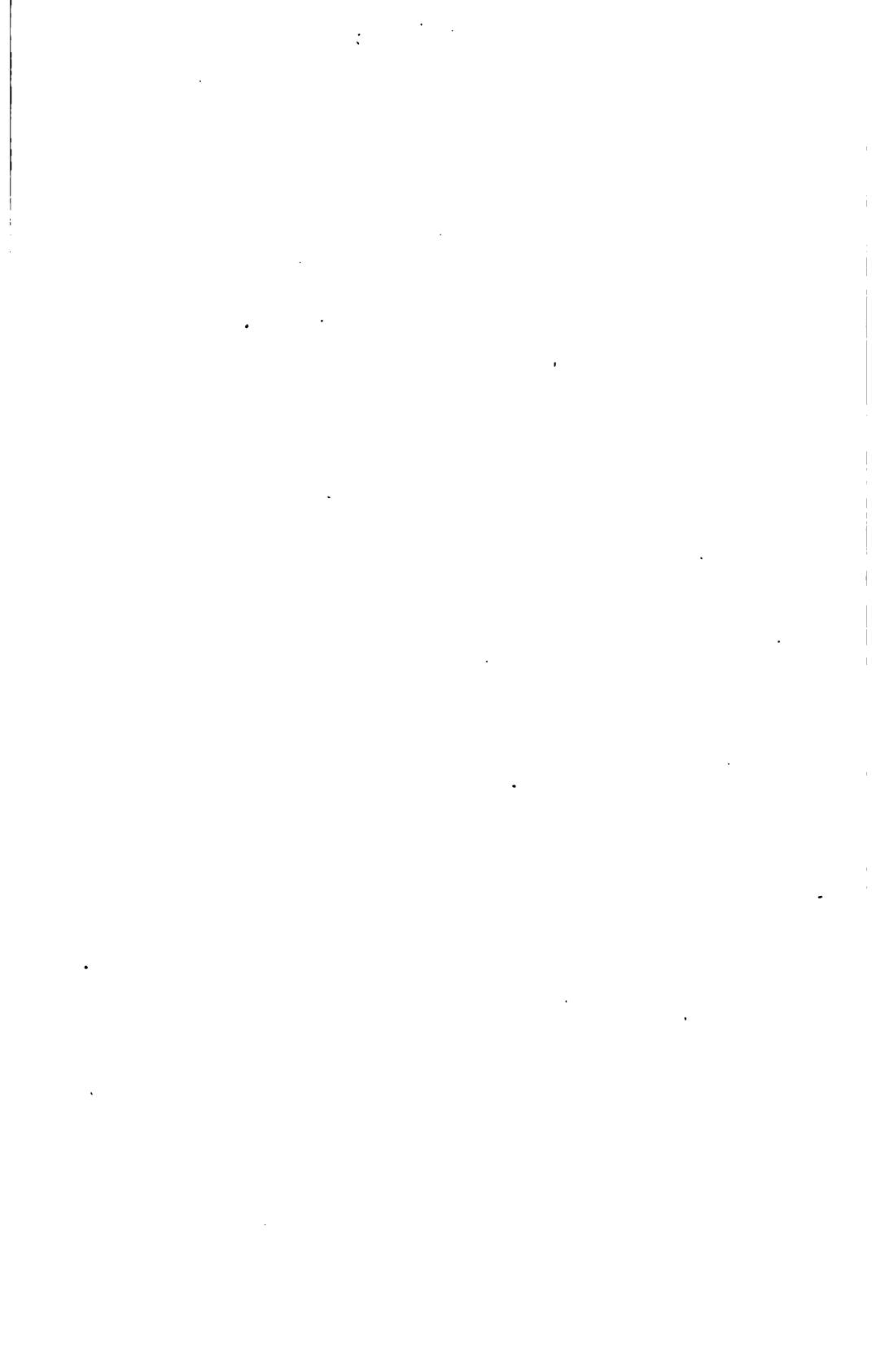
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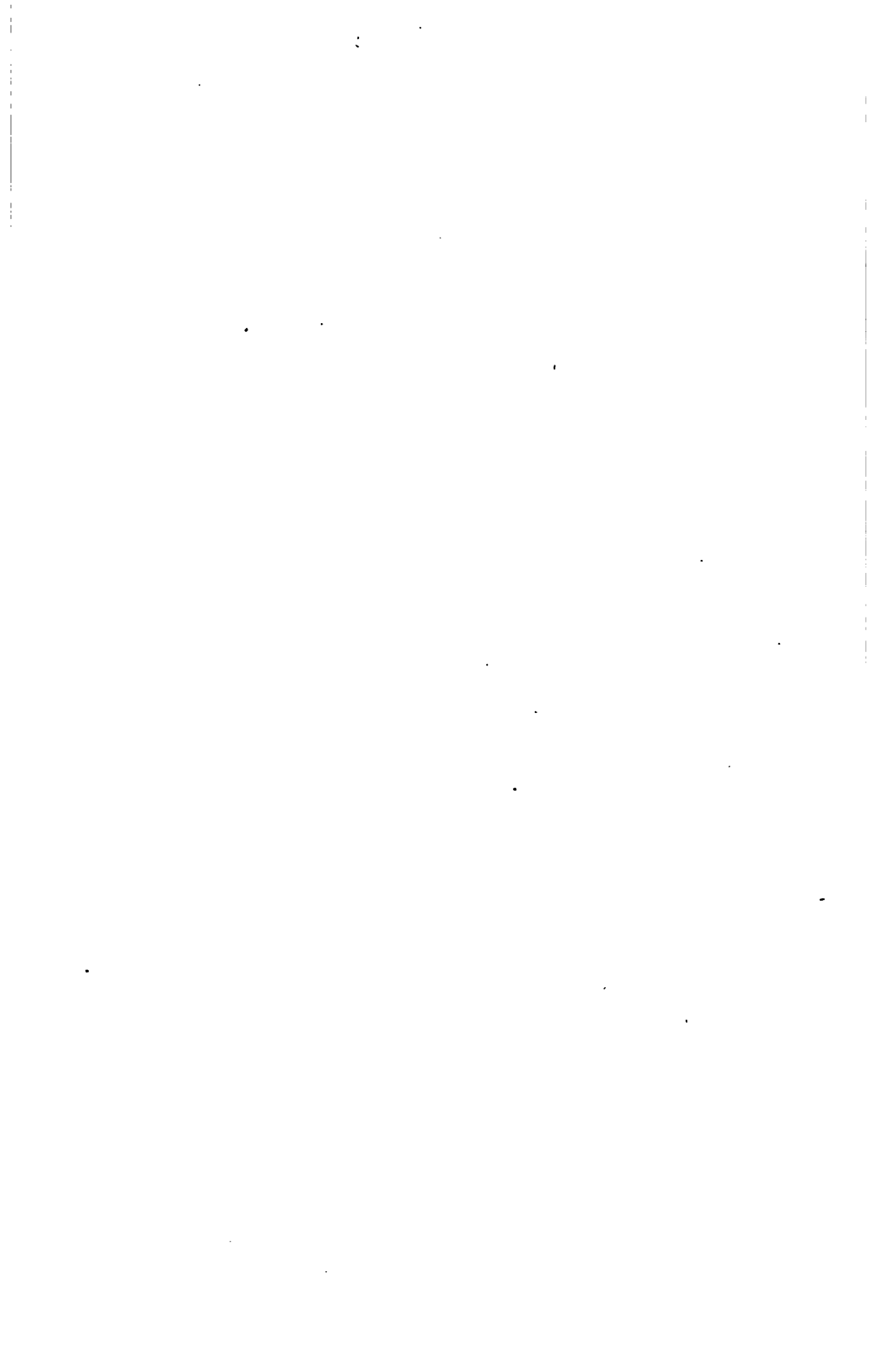
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